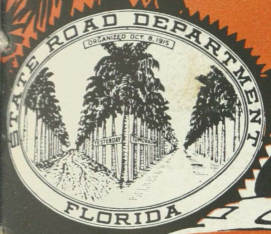


FLORIDA

Highways



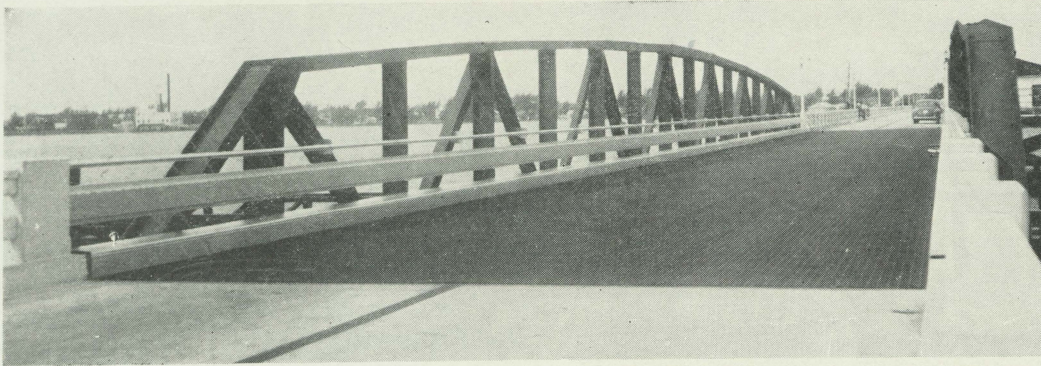
Official Publication of
STATE ROAD DEPARTMENT OF FLORIDA — FLORIDA HIGHWAY PATROL

VOLUME 10
NUMBER 1



The State Road Department of Florida, the Florida Highway Patrol and Florida Highways join in wishing readers and friends a Merry Christmas and a Happy New Year.

ELECTRIC ARC WELDED SWING SPAN BRIDGE
for Florida State Road Department at Fort Pierce, Florida
BETTER CONSTRUCTION AT LOWER COST



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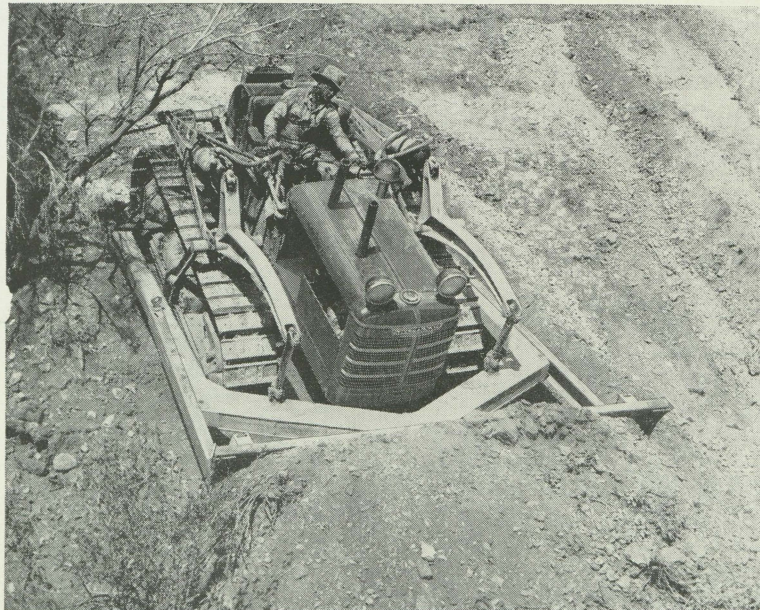
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Transactions of Meeting of Florida State Road Department

HELD IN TALLAHASSEE DECEMBER 8

The State Road Department of Florida held its fourth Quarterly Meeting for the year 1941, at Tallahassee on December 8, with the following members and officials in attendance:

Thos. A. Johnson, Chairman; Jack F. Townsend, James R. Stockton, C. Fred Ward, Members; H. H. Baskin, Secre-

tary; L. A. Fraleigh, Jr., Asst. Secretary; J. H. Dowling, State Highway Engineer; L. H. Cannon, Asst. State Highway Engineer; E. C. DeGarmo, Asst. State Highway Engineer; R. J. Waterston, Jr., Auditor; T. M. Shackelford, Jr., Attorney; R. W. Ervin, Jr., Asst. Attorney; E. S. Fraser, Bridge Engineer; J. W. Allen, John R. Slade, H. H. McCallum, N. S.

Emery, W. D. LeVeille, Division Engineers.

Mr. C. Fred Ward, appointed by the Governor and commissioned on November 12 as the Member from the Fifth District, succeeding Mr. Nixon Butt, resigned, was welcomed to his first meeting as a Member of the Board.

Construction

Project	Road	County	Contractor	Amount
Bid Received Sept. 23				
5642(2)	22	Sumter	J. D. Manly	\$ 36,822.75
Bid received Oct. 9				
5636(1)	40	Walton	Coggin & Deermont	14,805.00
Bid received Oct. 23				
AW-FA 196-B(1)	204	Duval	H. E. Wolfe Const. Co.	428 030.00
5268(3)	199	Palm Beach	Cleary Bros. Const. Co.	255,993.01
Bid received Nov. 13				
5621(1)	341	Highlands	M. C. Caddell	39,904.87
5022(2)	2	Polk	J. D. Manly	164,501.19
5002(4)	164	Hendry	Jas. H. Craggs Const. Co.	72,995.39
5433(1) & 5228 (2)	47	St. Johns	Duval Engr. & Contr. Co.	345,431.92
5450 & 5451	48	Clay	H. E. Wolfe Constr. Co. & L. B. McLeod Const. Co.	188,294.37
AN-FA 121-A(1)	341	Escambia	Noonan Const. Co.	177,200.62
AN-FAGM-WPGM 121-B(1) (ON)	341	Escambia	Smith Engr. & Const. Co.	188,167.70
Bid received Nov. 25				
5345(2)	84	Calhoun	Boozar & Bristol	31,796.27
5195(2)	5	Citrus	W. L. Cobb Const. Co.	73,886.86
5035(2)	116	Hamilton	Hineley Const. Co.	37,764.88
5448(2)	135	Liberty	Peterson & Earnhart	37,466.20

Materials

Bid received Oct. 18				
Maint. Acct. 8421	Keystone Hts.	Cut-back Asphalt	The Texas Co.	1,949.76
Proj. 3062-3077	Sanderson	Lime Rock	Williston Shell Rock Co.	2,700.00
	Mann's Spur	Lime Rock	Williston Shell Rock Co.	9,900.00
	Olustee	Lime Rock	Williston Shell Rock Co.	9,900.00
Bid received Oct. 20				
Proj. 5103(2) Rd. 140	Broward Co.	Cover Material	Seminole Rock & Sand Co.	1,328.25
Proj. 5597(1)	Rd. 140 Dade Co.	Oolite Lime Rock	Oolite Rock Co.	2,860.00
		Cover Material	Naranja Rock Co.	1,044.00
		Bit. Material	Belcher Oil Co.	1,386.00
Bid received Oct. 22				
Acct. 507	Durbin	Ocala Lime Rock	Fla. Lime Rock Sales Co.	2,400.00
Bid received Nov. 19				
Proj. 5581	Tallahassee	Bit. coated Cor. Metal Pipe	Dixie Culv. & Metal Co.	3,221.00
Bid received Dec. 1				
Acct. 517	White City	Untreated Timber	St. Joe Lbr. Export Co.	1,895.28
Acct. 8431	DeFuniak Spgs.	Treated Timber	Eppinger & Russell Co.	2,376.20
Acct. 507	Brooksville	Cut-back Asphalt	Mexican Petroleum Corp.	1,592.00

Maps

Bid received Dec. 1	100,000 Road Maps	Rose Printing Co.	5,400.00
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Office Equipment

Bid received Nov. 25	Bookkeeping Machine	Burroughs Add. Mach. Co.	1,559.70
Bid received Oct. 24	Blueprinting Machine etc.	C. F. Pease Co.	4,739.50

Motor Equipment

Bids received November 3 for replacement				
SRD No. 2356 1½ Ton Ford Truck	1st Div.	Sarasota Motor Co.	937.49	
SRD No. 2362 1½ Ton Ford Truck	1st Div.	Sarasota Motor Co.	937.49	
SRD No. 2148 1½ Ton Internat'l Truck	2nd Div.	Quinn R. Barton, Inc.	1,171.00	
SRD No. 2135 1½ Ton Internat'l Truck	2nd Div.	Quinn R. Barton, Inc.	899.00	
SRD No. 2336 1½ Ton Ford Truck	2nd Div.	Hal Lynch Motors, Inc.	834.00	
SRD No. 2133 1½ Ton Ford Truck	2nd Div.	Hal Lynch Motors, Inc.	864.00	
SRD No. 1054 Ford Sedan	2nd Div.	Hal Lynch Motors, Inc.	435.00	
SRD No. 1088 Ford Sedan	2nd Div.	Hal Lynch Motors, Inc.	550.00	
SRD No. 1078 Ford Sedan	2nd Div.	Hal Lynch Motors, Inc.	630.00	
SRD No. 2357 1½ Ton Chevrolet Truck	3rd Div.	Rivard Chevrolet Co.	890.00	
SRD No. 2193 1½ Ton Chevrolet Truck	3rd Div.	Rivard Chevrolet Co.	1,034.00	
SRD No. 2057 1½ Ton Chevrolet Truck	3rd Div.	Rivard Chevrolet Co.	1,169.00	
SRD No. 2227 1½ Ton Chevrolet Truck	3rd Div.	Rivard Chevrolet Co.	1,179.00	
SRD No. 2287 1½ Ton Ford Truck	4th Div.	Powell Motor Co.	1,130.00	
SRD No. 2321 1½ Ton Ford Truck	4th Div.	Powell Motor Co.	1,130.00	
Bids received Oct. 18				
3 2-door Ford Sedans		Pollard Motor Co.	at	770.70
10 1½ Ton Dump Trucks 1942 Ford-Hoist				
Marion		Holtsinger Motor Co.	at	1,083.27
4 ½ ton Internat'l Pickup Trucks		Quinn R. Barton, Inc.	at	626.99
3 Ford Coupe Pickups		Punta Gorda Motor Co.	at	728.30

APPROVAL OF MINUTES

On motion of Mr. Townsend, seconded by Mr. Stockton, the minutes of the meeting held at Tallahassee on September 22 were approved.

APPROVAL OF MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Townsend, seconded by Mr. Stockton, the expense accounts of the members were approved and ordered paid, as follows:

Thos. A. Johnson	\$ 45.15
Thos. A. Johnson	25.45
Jack F. Townsend	94.80
Jack F. Townsend	15.03
James R. Stockton	5.50
James R. Stockton	9.20
James R. Stockton	105.29
H. H. Hector	10.95
H. H. Hector	16.70
C. Fred Ward	8.45
C. Fred Ward	5.25

APPROVAL OF CONTRACTS AWARD SINCE LAST MEETING

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the department did on certain dates as hereinafter indicated receive bids for the construction of certain projects and for the furnishing of certain materials, supplies and equipment, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows:

(See page 3)

MEMORIAL TO FRANK O. MILLER

On motion of Mr. Ward, seconded by

Mr. Stockton, the following resolution was unanimously adopted:

BE IT RESOLVED that the action of the Chairman and Secretary of this Department in drafting a suitable resolution on the death of the late Frank O. Miller, of Jacksonville, former member of the State Road Department of Florida, be and the same is hereby approved, ratified and adopted as the act of this Department.

BE IT FURTHER RESOLVED that the resolution of October 30, 1941, above referred, to in the words following, does now become a part of the minutes of this meeting:

WHEREAS, Frank O. Miller, Sr., a citizen of Jacksonville and the State of Florida, served as a member of the first board of the State Road Department of Florida, created under Chapter 6883, Acts of the Legislature of 1915; and

WHEREAS, Frank O. Miller as a pioneer in the cause of good roads labored long and untiringly for the promotion of this movement, was influential in the creation of the State Road Department in 1915, shared in the duties of its organization and the establishment of its early policies from October 1, 1915 to October 1, 1917, and in 1923 as a member of the House of Representatives was the author of the Act declaring and designating the State Highway System of Florida; and

WHEREAS, notice of the death of this esteemed citizen has been received by the State Road Department with great regret, NOW, THEREFORE, by its duly authorized officers, the State Road Department of the State of Florida, does honor the memory of this public spirited citizen of our State, does deplore his passing, and deeply sympathizes with the family of Frank O. Miller in their great bereavement, this the 30th day of October, A. D. 1941.

THE STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA

By Thos. A. Johnson, Chairman

Attest: H. H. Baskin, Secretary.

DESOTO COUNTY—ROAD 2—PROJ.

616-EXT.—CANCELLATION R/W CONTRACT BOND

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that U. S. Fidelity & Guaranty Company is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by DeSoto County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 1st day of December, A. D. 1936, in the penal sum of \$5,000.00, conditioned to secure the certain Right of Way Contract dated the 1st day of December, A. D. 1936, between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Project No. 616-Ext., of State Road No. 2, and said surety bond is hereby terminated and canceled; PROVIDED that nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in any wise impaired, modified or affected.

HILLSBOROUGH COUNTY—ROAD 23

—PROJECT 970—CANCELLATION

R/W CONTRACT BOND

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that The Fidelity & Casualty Co. of New York is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Hillsborough County,

(Continued on page 35)

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FLORIDA HIGHWAYS

STATE ROAD DEPARTMENT
FLORIDA HIGHWAY PATROL

10c a Copy

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Authorized medium of Motor Vehicle
Division and other State departments.

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SAM ELLIS

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of all of Florida's resources and possibilities. Not published at State expense.

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FLORIDA FOURTH ESTATE

Holland's Nine Points

Governor Holland has made such an excellent record as a public servant that an anonymous Floridian has been moved to nominate him for the Presidency of the United States.

Here, in Polk County, where the governor is known best, it is not surprising that such a high estimate is being placed upon him by the public, though it is a bit early to be talking about him in terms of the Presidency when many of the prognosticators already have him ticketed for the Senate.

The anonymous Holland admirer made his enthusiastic nomination in a letter to Allen Morris, political editor of the *Miami Herald*.

Admitting that he fears no Southerner ever will be elected President, the writer of the letter, nevertheless, goes on to set forth in accurate fashion these well-known assets possessed by Governor Holland which would boost him considerably in the direction of the presidency.

(1) Outstanding appearance (far more photogenic than Paul McNutt.)

(2) Good health, strong constitution, athletic bearing.

(3) Fine, interesting family.

(4) Excellent background of rearing, education, professional, civic and political experience.

(5) World War record, especially his experience in aviation.

(6) Governor of a State that is becoming more cosmopolitan.

(7) Excellent, sincere platform manner.

(8) Strong personality. Does not talk much about himself, is congenial but not convivial, quickly inspires confidence.

(9) Ability to handle the "backroom boys" without offending them but without making concessions to them.

Well, that is a warmly complimentary inventory of the able governor who hails from Polk, and we're glad the anonymous admirer chose to express himself, though he does not believe the South can land the Presidency.—*Lakeland Ledger*.

Tax Tangle

We are all tax experts these days. First there is the legislator who raises taxes. Then there is the taxpayer who raises the money to pay the raised taxes. And finally there is the man who collects the money that the taxpayer raised to pay the taxes that the legislator raised.—*St. Petersburg Independent*.

Right and Wrong

We may have the right of free speech but we still say the wrong things now and then.—*Macclenny Press*.

R. I. P.

Sometimes it takes the undertaker to remove the obstruction to progress.—*Port St. Joe Sentinel*.

When and What

When you start doesn't matter as much as what.—*Tallahassee Democrat*.

RESOLUTION

BE IT RESOLVED, that the Executive Committee, Florida Section, American Roadbuilders Association, in special session assembled in Lakeland this 12th day of December, 1941, offers to the Governor and the Defense Council of the State of Florida the use of all the equipment, operators and supervising personnel of the members of Florida Section, American Roadbuilders Association, in any and every way that the same may be needed in connection with keeping roads, highways, bridges, airports and other defense agencies in operation in the event of an emergency resulting from attack.

Unanimously adopted this 12th day of December, 1941.

BY:

**CHAS. W. SMITH, Chm.
Florida Section, American
Roadbuilders Association**

Castillo de San Marcos

The National House of Representatives the other day passed a bill to change the name of ancient Fort Marion at St. Augustine to Castillo de San Marcos. The Senate will follow suit, and when the bill becomes law the famous old fort will have had restored to it the name that was given it by its builders back yonder when American history was young.

San Marcos went through several sieges. Even the bulldog British could not take it, and they tried very hard. When Florida was purchased from Spain the American government dropped the old name for the fort and substituted therefor that of a famous Revolutionary general, Francis Marion, "the swamp fox" of South Carolina, who made a world of trouble for Tarleton and his redcoats.

Indian slaves did most of the work on old San Marcos' heavy walls. Its designer, an able Spanish military man, built for the ages. What he erected still stands solid and substantial, the oldest pile of masonry in this broad land. It is entitled to have the name its builder gave it.—*Bradenton Herald*.

Peanut Oil

The government is urging Florida farmers to produce more peanuts. What do they think this is going to be, a circus?—*Fort Myers News-Press*.

Kitchen Cleanup

Metropolitan Miami eating places, as well as the rest of the State, have felt the cleansing hand of the State Hotel Commission.

As a result of the current intensive clean-up campaign covering kitchens from a swanky beach restaurant to roadside jock joints, some 200 owners put their concerns in order and nearly a score of eating places were closed because operators were unable or unwilling to meet sanitary requirements.

Hotel Commissioner Hunter Johnson says that every eating place is going to be kept clean or go out of business. What the State requires in kitchen sanitation is not onerous. The regulations call for just ordinary cleanliness in foods, in equipment and in food handlers.

The public has every right to expect that the food served in public places is wholesome, fresh, clean; that ovens and utensils are clean; that those who prepare it are clean.

What Commissioner Johnson has uncovered in metropolitan Miami shows that some operators have been utterly callous to kitchen sanitation and the condition of food they serve. The law has been slapped on them.

If they have learned their lesson, well and good. If they haven't, we hope the hotel commission closes them out. They are in business, licensed if you please, to serve food—not to peddle disease.

If Commissioner Johnson does nothing else than clean up the State's eating places and keep them clean, he has justified the existence of the State Hotel Commission.—*Miami Herald*.

Did It Kill Racing?

When the Florida legislature was considering the suggestion of increasing old age pensions by boosting the State's share of racetrack wagering, violent protests were made by the racing interests. Among those who complained to Governor Holland were Gurnee and Charles Munn, wealthy sportsmen of Palm Beach and New York. They argued that a higher tax would ruin Florida racing.

Now look what has happened. The Munns, together with a group of backers, have purchased Tropical Park track at Miami. They laid hard cash on the line and promised to offer the same high caliber of racing with no reduction in the amount of purses.

All that causes us to doubt the sincerity of their original complaint. Their latest action shows they are convinced that the higher tax on betting will not kill racing in Florida. Our aged pensioners can indeed be thankful that Governor Holland and a majority of the legislature stuck by their guns.—*Tampa Tribune*.

Lots and Little

The State Road Department, we gather, is like a lot of citizens in one respect at least—plenty of work, and too little cash!—*Times-Union*.

EDITORIALS

Hand In Hand

MUCH OF the credit for uniting the people of Florida in a movement which has made the State the most progressive, economically, of all South Atlantic States, although a younger commonwealth by 50 years, must go to the State's excellent highway network and greatly modernized transportation facilities, according to Carl D. Brorein, president of the Florida State chamber of commerce, which held its silver anniversary meeting in Panama City this month.

As a matter of fact, the State's highway system and the State's foremost commercial organization have grown up together. At about the same time that the Florida legislature authorized organization of the State Road Department as an advisory body to county commissions in the matter of road building, the State chamber came into existence. They have worked hand in hand in the development of the State's resources. Without such cooperation such wonderful progress would have been impossible.

Twenty-five years ago there was no actual State road system. Today there are about 7,000 miles of improved highways under State supervision, counties exercise jurisdiction over 35,113 miles and 11,166 more miles of road in the State are maintained by Federal, State and toll agencies making a total of over 50,000 miles of rural highways.

These highways have been held responsible for the relationships which now exist between Florida towns and cities and rural communities. Without these connecting links there could be no great commercial organization such as the State chamber of commerce and, no doubt, without an organization of commercial interests, there could be no great system of Florida highways. That, it is presumed, is what Brorein means, when he says that Floridians are a united people.

On this occasion of the twenty-fifth anniversary of the State chamber of commerce, *Florida Highways* wishes to offer its congratulations to those men who have so successfully handled the organization's affairs that this year's annual meeting, held in a community off the beaten path for most citizens of the State, was the largest, from a standpoint of attendance, in the history of the chamber. There could be no greater tribute to their ability, service and foresight.

Hats Off To Collier

HATS OFF to Chairman D. Graham Copeland, his county commissioners and Collier County! The recent annual report to taxpayers shows that the Collier County tax bill is about 40 percent of what it was 18 years ago, only about 12 percent of what it was 12 years ago and about 8 percent less than it was one year ago. The county started from scratch in 1923 without a school building, without a county building and without one inch of paved highway. Today there are 152 miles of paved highway (80 percent originally constructed by

the county), 50 miles of improved county highway, well-equipped school buildings, a modern courthouse and jail, despite the fact that the county received but one PWA project, a bridge, and minor WPA school projects amounting to but \$75,000 of which the county paid \$30,000.

The report shows that outstanding indebtedness of \$1,577,826 in 1929 has been reduced to \$457,754 in 1941 and that the total tax levy for the previous year of \$125,296 has been reduced to \$51,362 for this year.

There may be other counties in the State which have made a more spectacular record than Collier, but it may be safely said that no other county in Florida has made a better one, especially when the fact that outside agencies have been ignored and almost all improvements made by the county itself.

A significant statement in this connection is made in the report as follows:

"We have none of those architectural triumphs in public and school buildings which grace many of the counties in the State, but all of our public buildings and schools are adequate, neat, clean, attractive and complete and all are fitted up in the manner and style prescribed by the State and school authorities. Each school is well equipped and is staffed by excellent teachers who have enabled all of our schools to be accredited in the highest degree prescribed by the State school authorities."

Not Coming Back

MOTOR vehicle owners of the United States paid \$357,443,000 in State sales taxes from 1932 to 1939, in addition to special State taxes for highway purposes, which amounted to \$1,252,205,000 in 1939 alone, according to a study recently released by the U. S. Roads Administration.

Sales tax contributions by motor-vehicle owners were divided as follows:

Taxes on sales of motor vehicles, amounting to \$230,418,000 or 64.5 percent.

Taxes on filling and service station sales amounting to \$63,309,000 or 17.7 percent.

Taxes on garage and repair shop sales, amounting to \$22,311,000 or 6.2 percent.

Taxes on sales of accessories, tires, and batteries, amounting to \$20,360,000 or 5.7 percent.

Taxes on the sale operations of the automotive and petroleum industries, amounting to \$17,276,000 or 4.8 percent.

Taxes on the sale of other allied motor-vehicle goods and services, amounting to \$3,769,000 or 1.1 percent.

This accounting should awaken the automobile operators to the fact that they are paying a large share of the cost of government not related to the construction of highways and also to the fact that they are not receiving benefits (improved highways) in proportion to the amounts they are putting into the State and National treasuries.

Tamiami Trail

Compiled by Workers of the Writers' Program
Florida Work Projects Administration

THE Tamiami Trail is one of several great memorials to the builders, engineers and workmen whose courage and skill have provided the United States with roads across uninhabited regions where not even a foot traveler could pass before. For nearly a hundred miles, this modern, 30-foot highway runs through the Nation's largest swampland—the Everglades of south Florida—and represents man's first conquest of a once impenetrable area, 4,000 square miles in extent. Except for the ribbon of road, Seminole Indian villages, and towns and farms along its outer fringe, the Everglades are still an uncharted wilderness.

Farther than the eye can see, man-high, razor-edged spikes of the saw grass extend above the drowned plain of the Everglades. Scattered among the swamps are island-like hammocks where the cabbage palm, palmetto, scrub oak, mangrove and cypress struggle against the monotony of sawgrass. The strangling fig, huge tropical ferns and rare orchids grow profusely. Countless reptiles—snakes, lizards, alligators, crocodiles—slide through the hyacinths, the muck and the water. The heron, crane, egret, ibis, duck and a hundred other species of birds live here in little fear of the game, or plume, hunter. Panther, bear, deer, gray fox, raccoon and opossum roam the hammocks.

Four centuries ago Spanish explorers saw the Everglades but failed to advance inland. Its first crossing by white men, in 1857, is told in the field notes of a United States Army expedition during the Seminole wars. A scouting expedition, commanded by Captain Jacob Mickler and guided by "Old Polly," an Indian squaw, left the west coast of south Florida and after weeks of hardships reached Fort Dallas, where Miami is now located. During the next 58 years several military and civilian parties explored the 'Glades, but none was able to discover a safe route through the vast swampland.

Early in 1915 Captain J. F. Jaudon, a Miami real estate developer, went to Tallahassee to discuss with State officials and Francis W. Perry, president of the Fort Myers board of trade, the feasibility of building a cross-state highway from Miami to Fort Myers. E. W. Crayton and Judge E. G. Wilkinson of Naples, were also present. Captain Jaudon had been an Everglades enthusiast for many years. Few persons, other than the Seminole Indians who inhabited the 'Glades, knew more about them than Captain Jaudon.

The three men from Lee County agreed with the others that, if Captain Jaudon could assure them Dade County would build the highway from Miami to the Lee County line, their county would likewise build its portion of the road.

Each representative at the meeting returned to his home city and evoked and spread interest in the project. Captain Jaudon described the daring plan to other Miami

civic leaders and created public interest in and a demand for a great highway through the center of the Everglades. Its potential value to the State at large and to the surrounding areas was stressed.

William Stuart Hill, journalist friend of Captain Jaudon in Miami, and himself the pioneer advocate of the roadway, wrote a series of newspaper stories in the *Miami Herald*, describing the contemplated road. The articles piqued the interest of local readers and public opinion grew in favor of the proposed highway. Daily and weekly newspapers throughout Florida published Hill's articles and wrote others. There was no cross-state road south of New Smyrna at that time and citizens in all parts of Florida knew that one was needed. Some opposition to the project was expressed, for many sober-minded persons believed that the highway would be impracticable "because of lakes and rivers with depths as much as 15 feet," while doubting Thomases claimed that the "building of the road through the Everglades would flood Dade County." One pessimist said "Lee County would never build its end of the highway anyway."

During these first discussions, the proposed roadway was referred to as the "Miami to Marco Highway," or the "Atlantic to Gulf Boulevard." Later, at a meeting held in May 1915, the name Tamiami Trail was adopted when E. P. Dickey, an officer of the Tampa Board of Trade, suggested it. "A combination of the names Tampa and Miami," he said, "seems the logical name for a highway which would connect the two cities."

At a meeting in Orlando during the same year a Central Highway Association was formed. More than 2,000 interested persons from the central and southern parts of Florida attended, and the Tamiami Trail was formally adopted as a major objective of the "good roads program" to which the new association pledged itself.

Meanwhile, the project was gaining supporters in both Dade and Lee Counties. Through the efforts of Captain Jaudon and the favorable results of Hill's publicity, Dade County commissioners named a committee of three to investigate its practicability. Captain Jaudon, L. T. Highleyman, and R. E. McDonald comprised the group. Upon their report that the road was feasible, Dade County further offered to finance a survey to be made by Hobart Crabtree, county engineer at that time.

This detailed survey was made in Seminole canoes, paddled and guided by Indians. Jack Tigertail, a Seminole for whom Tigertail Road in Coconut Grove was named, headed the expedition as guide and was accompanied by Frank Cypress and Grover Doctor, two Indian friends. Captain Jaudon assisted in the transport of surveyor's chains and other necessary equipment. The dangerous canoe trip through muck and water consumed two weeks, but a report made at its conclusion showed that the greatest depth of water encountered was no more than 6 feet! The expedition proved to the satisfaction of officials that the building of a highway across lower Florida was entirely possible.

On the basis of Crabtree's report, Captain Jaudon was asked to circulate a petition to obtain a special bond issue so that the work of the highway might get underway. Before the end of August, (Continued on page 24)



Road Credit Audit Completed . . .

R. J. Waterston, Jr.

General Auditor
State Road Department

THE 1941 Florida legislature by Chapters 20300 and 20301 directed the chairman and auditor of the State Road Department to ascertain, audit and certify to the comptroller:

1. All amounts each county and the road and bridge districts therein had expended during the period from January 1, 1915 to July 1, 1941, for the construction of roads which had been designated as State roads during such periods by the legislature, excluding, however, amounts already credited to the counties for road construction pursuant to Chapter 15659, Acts of 1931. (Chapter 20300.)

2. All interest paid or payable by any county or road and bridge districts therein, as follows:

(a) Interest paid prior to July 1, 1941, on any moneys or credits included in the certificate of September 22, 1931, under said Chapter 15659, Acts of 1931.

(b) Interest that is required to be paid after July 1, 1941, on any moneys or credits included in said 1931 certificate.

(c) Interest paid by counties and road and bridge districts prior to July 1, 1941, on any moneys included in the certificate authorized by Chapter 20300.

(d) Interest that is required to be paid after July 1, 1941, on any moneys or credits included in certificate authorized by Chapter 20300.

Also interest at 5% per annum was directed to be computed upon such parts of the credits set up in the certificates authorized by Chapter 15659, Acts of 1931 and Chapter 20300, Acts of 1941, which represent expenditures made by the counties for State road construction from January 1, 1915 to April 1, 1941, upon which expenditures no interest had been paid. Such computations of 5% interest to extend from the time any such principal expenditures were made until the same were repaid the county by the State, or if still unpaid, to April 1, 1941. (Ch. 20301.)

The purpose of the ascertainment and audit was to provide for the setting up of new credits for the sev-

eral counties similar to the credits set up originally under Chapter 15659, Acts of 1931, the same to be paid from the distribution of a portion of the State gasoline taxes.

Under the proposed amendment to the constitution, submitted as Senate Joint Resolution 324 by the

1941 legislature, it is proposed that the 6-cent State gas tax be distributed as follows: 4 cents to the State Road Department, and the remaining 2 cents to be allocated to the counties on a basis of area, population, and size of contribution to the State highway system.

The amount of such reimbursement to each county is to be set aside: First, to take care of principal, interest and sinking fund of their outstanding indebtedness; and second, any remaining surplus, after principal, interest and sinking fund have been provided for, is to be divided between the State Road Department and the county on a basis of 80% and 20%, respectively. However, all funds received by the road department through this source must be expended within the county from which the 80% funds were received, for construction or reconstruction of State designated roads and bridges within said county, or for the lease or purchase of bridges connecting such State designated roads therein. Likewise, the 20% reimbursed to the county from this surplus is to be expended in the county by authority of the board of county commissioners on construction or reconstruction of any roads and bridges within said county. This amendment, if adopted at the general election in November 1942, will become operative January 1, 1943.

The legislature set up the machinery to reimburse the counties for these new credits during the interim from July 1, 1941 to January 1, 1943, by providing that the counties shall receive during such period one and one-half times the amount they received in the year 1938 from the second gas tax. During this interim any funds in excess of the total received by the counties in any month in 1938 are to be paid over to the State Road Department to be expended by them as State-wide funds.

From the best information obtainable through reliable sources over the State, the amendment calling for 4 cents to the road department and 2 cents for the county road bond indebtedness will be approved by the people of the State of Florida in 1942, and will take effect January 1, 1943, thereby settling the gas tax question for a period of fifty years. This amendment will make obsolete

(Continued on page 32)

ESTIMATE ON COUNTY CREDITS DUE UNDER NEW LAW NEARLY HITS MARK

Last April, when the legislature was considering Governor Holland's proposed bill for handling Florida gasoline tax revenue, the State Road Department was asked to make an estimate of the total amount of credits which would be due all counties of the State under the legislation.

That was a pretty big order. But it did not stump Chairman Thomas A. Johnson and members of the auditing division of the department. After several days of hard labor, during which there was no sparing of the midnight oil, Chairman Johnson made an estimate that additional road credits, interest credits and the remaining credits due to counties under the 1931 audit would total \$377,714,582.

General Auditor R. J. Waterston, Jr., of the State Road Department, in the accompanying article tells how the official audit, authorized under the terms of the 1941 legislature, was made and reveals that the total credits to counties amount to \$380,868,943.19.

A difference of but \$3,154,361.19 between the estimate and the final audited amount!

When it is considered that the legislature, in past years, has worked on estimates while considering legislation, only to find them woefully inaccurate when the proposed legislation was put into effect, this estimate of the State Road Department is nothing short of astounding.

As Ye Sew

David A. Denslow

LAKE county, in the heart of the beautiful hill and lake region of Central Florida, boasts of an organization that is unique among Florida women—the Lake County Weaver's Guild.

Emmett Peter, Jr., editor of *The Lake Region* at Eustis, tells of the guild in the following paragraphs:

If you are an admirer of ingenuity and resourcefulness, then there's a group of Lake County women you should meet.

They are members of the Lake County Weaver's Guild, an organization which had its birth with the revival of the Sea Island cotton industry in Central Florida, and has been gaining in interest and membership ever since.

The Weaver's Guild today is made up of 14 women who gather once a month, discuss the latest news of cotton and weaving and study textbooks on the subject. Then, during their spare time, they take Sea Island cotton which they have grown themselves and make it into articles for their households.

Mrs. K. M. Lacey of Tavares, is president of the guild and one of its greatest champions. She, like many of the other members, grows cotton herself and keeps a loom in her home from which she makes luncheon sets and many other useful household articles.

Other members of the guild are Miss Veva Carr, director; Mrs. C. P. Hammond, Mrs. C. B. Treadway, Mrs. A. K. Arrington, Miss Betty Arrington, Miss Jean McDonald and Mrs. Sue Hunter of Tavares, Miss Irma Ohmes of Eustis.

Guild members report that the growers and ginners of Lake County have done everything possible to help them in their endeavors. Recently G. L. Dove, manager of the new Pillans-Smith gin at Leesburg, took the ladies on a conducted tour of the plant while he was ginning some of Mrs. Lacey's cotton, and later gave them a dinner-banquet at a local restaurant. Others have shown a similar spirit of cooperation and helpfulness.

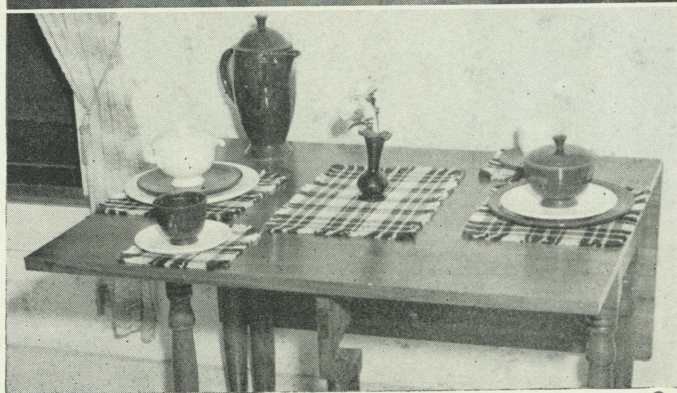
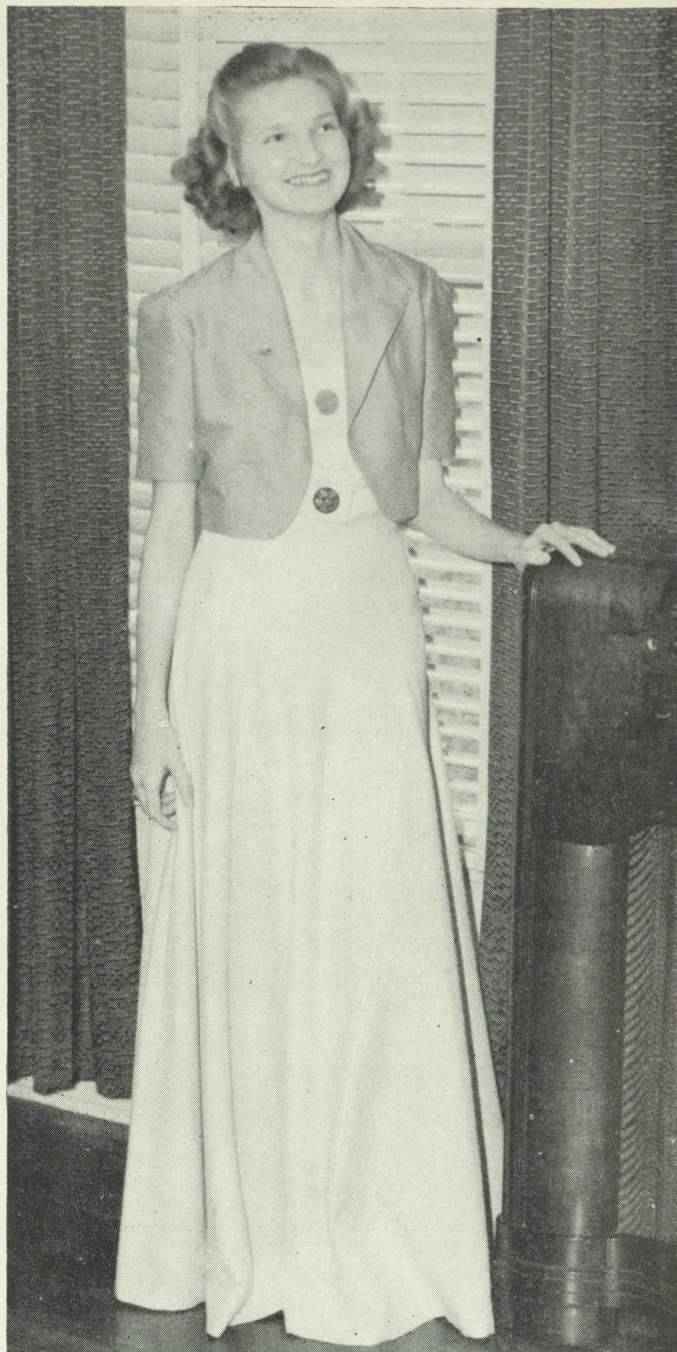
Miss Carr, director of the organization, is a great believer in Sea Island cotton, and declares that it has "almost endless possibilities" in the manufacture of fine cloth. During the Lake County Fair last March she displayed in her Sea Island booth 47 different products made from the fibre.

Similarly, other members are forever on the lookout for new uses for this "aristocrat of cottons."

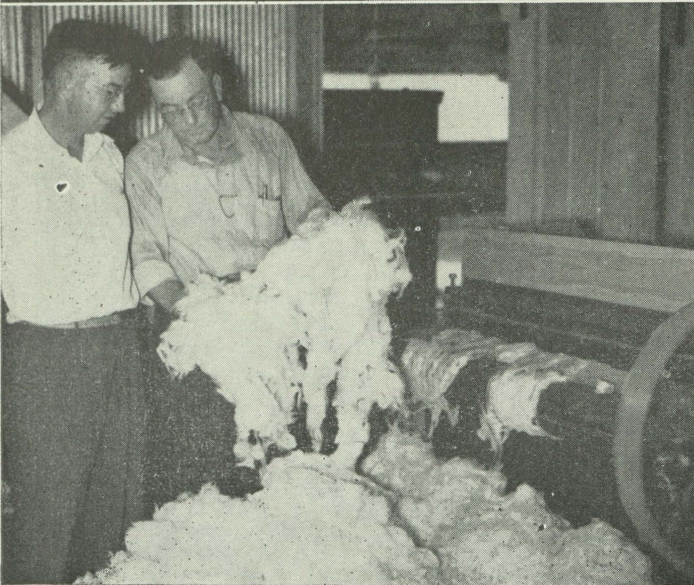
Miss Carr believes that Sea Island stockings will eventually replace silk ones but adds that a lot of refinement will be necessary first.

These Lake County women are staunch believers in the future of Sea Island cotton. And their organization is going forward with the revival of this romantic old industry.

Ormund Powers, staff writer for the *Orlando Morning Sentinel*, describes the uses of Sea Island cotton as follows:



Above Miss Lillian Hooten of Tavares, models an evening gown created by Miss Veva Carr, director of the Lake County Weavers' Guild, made from hand-woven Sea Island cotton fabrics. The gown is white and the jacket is a brilliant red. Just below is a luncheon set hand-woven by Miss Carr.



At the top of this page Miss Carr (at loom, back to camera), instructs members of the guild in the art of preparing a loom for weaving. Below, A. Hugh Bourlay, left, Lake County Sea Island cotton grower, looks on while W. G. Dove, manager of the Pillans & Smith ginning company, examines the long-staple lint as it comes from the gin. Bottom, Dove inspects some long-staple grown by Mrs. K. M. Lacey, (right) Tavares, in a patch in her backyard. Mrs. Lacey has her own loom and makes household articles from the cotton she grows. Photos by Emmett Peter, Jr., for Lake County chamber of commerce.

Everything from evening dresses to upholstery for furniture can be made from "The Aristocrat of Cottons"—Lake County Sea Island—Miss Veva Carr of Tavares, has demonstrated.

State Department of Agriculture to produce an exhibit for display over the State, Miss Carr has designed the textiles and woven the cloth for more than 40 different articles, using Sea Island to an advantage.

Dresses, luncheon sets, (Continued on page 30)

Bridging The Gap...

Francis R. Bridges, Jr.

Chairman Florida Parole Commission

ORDERED by Florida's citizens in their ratification of a constitutional amendment last year, a State-wide parole and probation system is now being set up.

A non-partisan Parole Commission has been organized under appointment by the Board of Commissioners of State Institutions following merit examinations, the Florida board being the first in the United States to be selected on such a basis.

Under the law, creating the commission, each prisoner must and will be considered individually, rich and poor, black and white, on an equal basis.

There unfortunately exists a misunderstanding on the part of many as to the exact meaning of parole and probation in their differences from pardon.

Correctly, to quote from the authorities on the subject:

"Parole is a form of release grant after a prisoner has served a portion of his sentence in a penal institution. Parole is an administrative act of an executive agency. It is in no wise clemency and whereas pardon involves forgiveness, parole does not. Pardon is a remission of punishment; parole an extension of punishment. Pardoned prisoners are free; parolees may be arrested and re-imprisoned without trial. Pardon is an executive act of grace; parole is an administrative expedient. Parole has no connection with forgiveness, nor is it designed as a reward for good conduct in the institution. Its basic purpose is to bridge the gap between the closely ordered life within prison walls and the freedom of normal community living.

"Probation is a type of community treatment—postponement of final judgment or sentence in a criminal case, giving the offender an opportunity to improve his conduct or to readjust himself to the community, under guidance and supervision of an officer of the court. Properly applied probation is granted an offender without requiring incarceration. It is a judicial act of the court. Probation is a process of reinforcing a weak or erring person by contact with a strong person who has both the mind and the will to help him."

While the change in the constitution did not abolish the State Pardon Board, for the Parole Commission has absolutely no authority in the matter of pardons, the objectives under the new system will include:

1. Provide greater protection for the people of the State through a more efficient administration of penal treatment and at the same time insure against injustices to any particular individual.
2. Relieve the Board of Pardons of the staggering load under which it has been operating.
3. Limit the respective fields of operation for the Board of Pardons and the Parole Commission so that each can function efficiently without in any way interfering with or impairing the functioning of the other.

The Parole Commission has the authority to parole prisoners who have been convicted of felonies and have been sentenced to terms of more than one year in prison. To be eligible for parole, the men and women must have served six months of their terms, must have had good prison records and must be assured of employment upon release.

At least 95 percent of persons imprisoned eventually go back into society. Under the parole system, those persons who are paroled would be under rigid supervision and two objectives gained: Society would be thereby much better protected and the men and women so released personally aided in their efforts to take their places as worthwhile citizens. The Florida paroles must be accepted by the persons to whom they are offered, and therefore, may be continued past the time when sentences would have been completed, and for such periods as are considered desirable by the commission for the parolees own good and the welfare of society.

All persons eligible for parole will be given consideration by the commission on an equal basis. It is

Nine Supervisors Begin Study Of Case Records of Prisoners

Nine parole and probation supervisors began the study of case records this month to make recommendations to the Florida Parole Commission from the districts to which they have been assigned. The supervisors were selected by merit system tests given to 120 applicants, the board taking the highest eight scorers among the men and the highest scorer among the women applicants.

Supervisors and their assignments are:

L. F. Bristol, 39, West Palm Beach, to be institutional officer at the State Prison, Raiford. He already is on duty under a provisional appointment. He is a former State Welfare Board director.

J. Hopps Barker, 29, Jacksonville, assigned to district composed of first and fourth judicial circuits and Alachua County. He has been a Federal probation officer in Florida for several years.

R. D. Dodge, 52, Miami, to district composed of judicial circuits 11 and 15. He was employed by city of Miami.

J. F. Eastham, 53, Webster, to district composed of judicial circuits one and 14, Florida resident for 25 years. He was principal of Webster high school.

R. B. Gramling, 31, Lake City, assigned to ninth judicial circuit. He was supervisor for State Welfare Board.

G. B. Hunt, 28, Jacksonville, assigned to district composed of judicial circuits 10 and 12. He was an interviewer for Florida State employment service.

Ross M. Crosby, 54, Vero Beach, to district composed of circuits five, six and 13. He was former school teacher. This district includes Hillsborough County.

Lee Roy Wasdin, 36, Palatka, assigned to district composed of circuits two, three and eight, except Alachua County. He was an automobile salesman.

Mrs. Herbert Felkel, 52, St. Augustine, assigned to State headquarters here as "trouble shooter" and to assist in administrative work. She is the widow of the former editor of the St. Augustine Record, and has studied penological problems among women at the Federal institution at Alderson, W. Va.



—Tallahassee News-Democrat Photo.

Florida's Parole Commission—Seated in one of its first sessions after its organization, the Florida Parole Commission is seen in its Tallahassee offices. Chairman Bridges, former newspaperman and author of the accompanying article, is seen in the center. At left is Joseph Y. Cheney, commissioner-secretary, and at right, James T. Vocelle, commissioner.

contemplated by the law and it will be the commission's purpose as far as will be humanly possible to individualize the cases, and the parole releases will be on the basis of the individual's ability, in the opinion of the commission, to re-enter civilian life.

Probation supervision is one of the integral functions of the commission, which has the responsibility of making pre-sentence investigations where courts desire such information. Courts are permitted by the law to place persons on probation and their supervision will be under the Parole Commission, the judge, however, setting up the restrictions. While there have been isolated instances in the past few years where circuit court judges have used the probation plan, and with good success, and there have been systems in Dade, Duval and Hillsborough Counties, there has been no uniform State-wide plan, such as is anticipated under the supervisory setup, contemplated by the Parole Commission.

The commission will be available to the judge for pre-sentence investigations, which should prove to be a very valuable adjunct to the administration of criminal law. That part of the parole and probation plan should be, if wisely used, from both the standpoint of the court itself and the parole and probation supervisor, a sort of intelligence service to the court in the determination of the human problems which the court must meet.

The commission has appointed its supervisory staff and has begun the actual consideration of the 3,800 inmates in Florida's prison. Most of these men and women are eligible for parole. However, the commission assures Florida's citizens that it will proceed most carefully in reaching its decisions, at all times having uppermost in its consideration the welfare of this State.

For administrative purposes, the State has been divided into seven districts with a supervisor assigned to each area. The districts have been held as closely as possible to judicial circuit lines, so that there might be an orderly procedure. In addition, there are at this time probation officers in Dade, Duval and Hillsborough Counties, who are under the commission's supervision.

The law creating the commission permits other counties, having Criminal Courts of Record, to finance special probation officers, and it has been indicated that Monroe, Orange, Polk and Palm Beach Counties contemplate entering into this program. These additional officers will materially assist the commission in accomplishing the purpose of the law in this new approach toward Florida's penal problem.

The commission at all times will appreciate the thoughtful consideration of Florida's citizens. The problem of prisoners and their possible rehabilitation is one which should merit the best thought of all the State citizens. Unless the commission can have the cooperation of everyone, it faces an impossible task.

Rules of the Florida Parole Commission:

1. The commission will consider all such applications monthly at a meeting beginning on the first Tuesday of each month at 10:00 a. m.; provided the application has been properly prepared in accordance with these rules and filed with the commission not less than ten days prior to such hearing date.

2. The commission will consider all such applications solely on the basis of the record as filed.

3. In all cases of revocation of licenses, under Section 38, Chapter 20451, Laws of Florida, all applications to be considered by the commission must be accompanied by a certified copy of the record in the case, which shall consist of:—

- (a) The indictment, information or charge.

- (b) The name of the court where the case was tried, of the trial judge, the prosecuting attorney, the defense attorney and every witness testifying in the case.

- (c) The sentence of the court.

- (d) A summary of the evidence produced at the trial upon which the revocation was based, which summary must be verified and approved by the prosecuting attorney or judge.

4. In all cases of suspension of licenses under Section 39, Chapter 20451, Laws of Florida, the applicant shall be required to submit to the (Continued on page 34)

Tomatoes From Sawdust . . .

Rex Saffer

GIVEN the right combination of water, Florida sunshine and crude chemicals, the amateur gardener nowadays can literally pluck his table vegetables from the sawdust pile over a twelve-month period each year—and in amazing volume.

Anyone can do it.

Tomatoes, strawberries, sweet corn, peppers, Irish potatoes, carrots, turnips—all these have been successfully grown under the rays of the Florida sun in a comparatively simple process. About all you need is seed, sawdust, sunshine, a few chemicals, some of the household variety, properly blended in water from the hydrant, and a space a little larger than the side yard. With these more or less in hand and properly arranged, the business of gardening settles down to the proposition of turning a faucet at timed intervals.

It's not impossible that young couples may raise their own vegetables the year round in a window-ledge box of sawdust, doing away with the venerable garden plot, its onerous spading and the drudgery of weeding.

Of course, if you want to produce such truck crops as these on a commercial scale, with output running three times and prices from nine to ten times those grown in the same amount of soil, the proposition is no hit-or-miss affair. But it's possible, feasible, and profitable, as is shown by the developments of J. C. Hurley, retired Pennsylvania construction engineer, at his Winter Park experimental "farm" slightly smaller in area than three city lots.

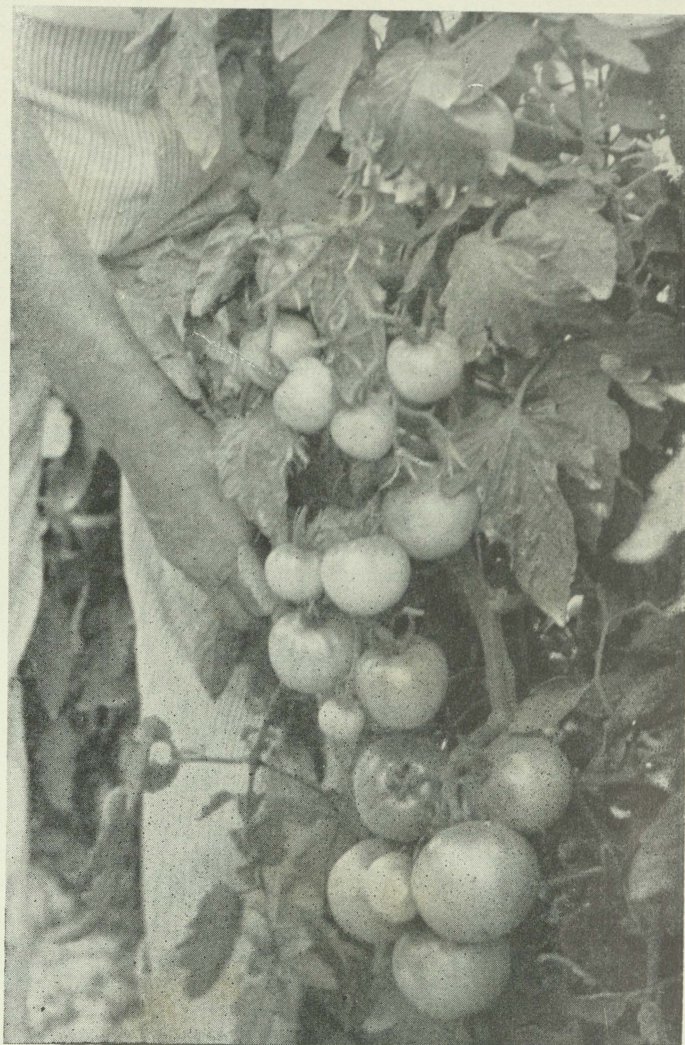
Four years ago Mr. Hurley aroused a spare-time interest in hydrophytic, or water-fed production of popular American vegetables.

This year, from the sawdust-filled tanks in his third-of-an-acre vegetable factory, he sold 12,500 pounds of select tomatoes at three times the market price for the soil-grown product, marketed about another 4,500 pounds of culled fruit at the regular market price, and pulled his tomato vines from their troughs two months before their maximum production period expired. The latter action, Hurley explained, was caused by his refusal to pick tomatoes from a stepladder.

With his venture past the experimental stage, Hurley now is entered upon his fifth year in the production of vegetables from water, sunshine and sawdust. His volume of production in the ten months just past was more than three times the 100 bushels of tomatoes that an extraordinarily good season might have produced in the same area of the most fertile Florida soil.

So, as his new production season gets under way, Hurley has enlarged his facilities for tomato production while he continues research at a defense project pace into the intensive growth of other common vegetables.

In his experiments, the retired engineer, who bases his research and experiments on "the ability and common sense to use reasoning power," has successfully produced



Cluster of tomatoes grown in Hurley's sawdust-filled tanks without benefit of original mother soil. Size of tomatoes on the filled cluster may be judged by comparison with the holder's hand.

toothsome and tasty roasting ears, luscious strawberries, and fine-flavored and fine-textured peppers from stalks or vines.

Then, turning his attention to the produce that grows beneath the surface of the soil, Hurley has had equal fortune in the growing of Irish potatoes, carrots, turnips, and is well on the way toward the adaptation of his growth-in-sawdust process to the production of many other vegetables.

"It takes time and some labor, as well as common sense and reason," Hurley points out as he strolls through the laboratory of his "vegetable factory" in Winter Park.

"But the growth of vegetables and truck crops through water feeding instead of soil feeding is practical in far greater volume, higher quality, and with far less labor than is required for production in a plot of ground of similar area."



Top, row upon row of long tanks which are growing husky, healthy tomatoes in Hurley's "vegetable factory." Middle, frequent inspection of vegetable plants by Hurley shows texture and growth of plants, and whether a change of mineral diet is needed.

At right, sweet corn grows four to five full, well-rounded ears to the stalk in Hurley's experiments.



When Hurley's interest in water-feeding first took definite form in the way of experimental growth in tanks, he had recently retired from his construction engineering business in Lansdowne, Pa., and migrated to central Florida. A believer in intensive crop production as an avocation, he at first familiarized himself with vegetable farming at a tract purchased in the rich celery-producing territory near *(Continued on page 27)*

Patrol Welcomes Visitors...

FLORIDA'S official greeter to winter visitors to the State is pictured on the cover of this month's magazine—the Florida highway patrolman. He is the first to smile guests into the State, first to offer aid in case of need, first to caution in necessity, first to familiarize them with Florida customs in the way of highway safety.

This year the Florida highway patrolman has been provided with a colorful booklet which not only acquaints the visiting motorist with the traffic rules and regulations of the State but gives them a cheerful welcome.

The booklet, or folder, first informs the visitor that he is permitted to operate his car on Florida highways providing that he is properly licensed to drive under the laws of his home State, then proceeds to illustrate the all-important signals for left turn, right turn and stop, respectively, arm extended horizontally, arm extended upward and arm extended down.

Speed restrictions are explained through quotations and interpretations of the new traffic laws as follows:

You shall not drive a vehicle on a highway at a speed greater than is reasonable and prudent under the then existing conditions and having regard to the actual and potential hazards then existing.

Where no special hazard exists you may drive at the following speeds:

25 miles per hour in any business or residence street.

60 miles per hour in other locations during the daytime.

50 miles per hour in such other locations during nighttime.

If your motor vehicle weighs more than 8,000 pounds, you shall observe the following speed limits:

25 miles per hour in any business or residence district.

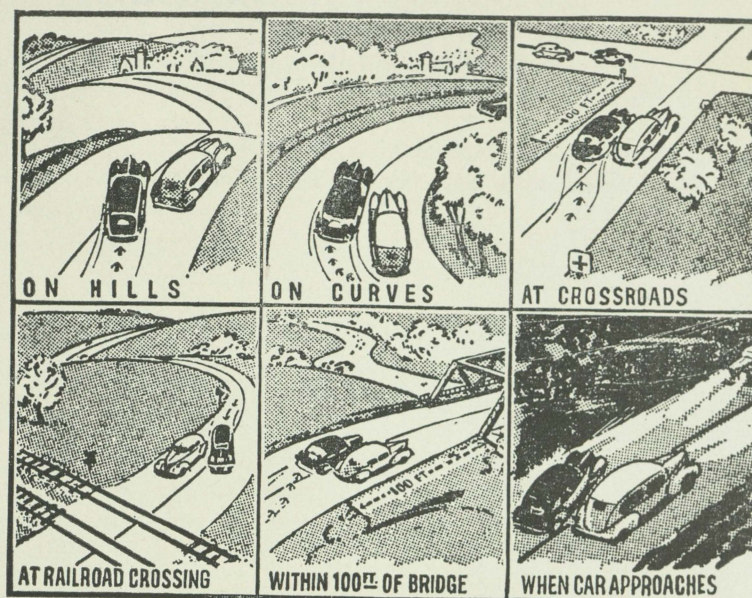
50 miles per hour in other locations during the daytime.

45 miles per hour in such other locations during nighttime.

Any speed in excess of the above shall be considered prima facie evidence of reckless driving.

The driver of every vehicle shall drive at an appropriate reduced speed when approaching and crossing an intersection or railway grade crossing, when approaching and going around

DO NOT PASS—



Above Picture Illustrates Violations of Safe Driving Rules Causing the Largest Number of Preventable Accidents.

a curve, when approaching a hill crest, when traveling upon any narrow or winding roadway, and when any special hazard exists with respect to pedestrians or other traffic or by reason of weather or highway conditions.

You shall not drive a motor vehicle at such a slow speed as to impede or block the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law.

The folder illustrates the Florida highway sign system and devotes a special paragraph to the State law which requires cars to stop while school buses load and unload children, making it plain that cars moving in both directions are required to come to a standstill until the children have cleared the highway.

Another new Florida traffic law requiring that accidents be reported is given ample explanation, including the information that any motorist involved in a crash in which a person is injured or the total damage is more than \$50 must make a report of the accident.

The booklet concludes with ten rules for safe driving which are as important to Florida motorists as they are to visitors. Here they are:

1. Apply the Golden Rule to your

driving! Be courteous on the highways.

2. Learn how fast your car will stop before you learn how fast it will go! Never drive too fast for conditions or faster than you can see!

3. Never drive around a curve or over a hill except on the extreme right side of the road!

4. Be sure there are at least 300 yards of clear highway ahead before overtaking another car! Then signal traffic in the rear and ahead (hand and horn) before pulling out to pass.

5. Never drive a car without two good headlights and a good rear light! Check these before starting and carry an extra bulb and fuse for emergencies!

6. Never drive a car without good brakes and tires. Always check before traveling!

7. Don't drive a car when you have had any alcoholic beverage! A driver with "Two drinks or bottles of beer" is more dangerous than the "drunk" driver.

8. Observe all traffic signs! Use extreme caution at railroad tracks.

9. Drive car completely off highway before stopping.

10. Pedestrians have the right-of-way at marked cross-walks and intersections. Do not overtake and pass vehicles stopped to unload passengers.

Highways and Conservation...

OVER the vast network of good highways that cover the entire United States there rolls into Florida each year a great tide of tourists seeking recreation in the wonderful health-giving sunshine and delightful climate of our great State. No form of pleasant or profitable diversion is so extensively followed as that greatest all-time recreation of "goin' fish-in'." Tales of Florida fishing have become a saga known from California to Maine and from Canada to Mexico and the highways to Florida all lead to the happy carefree havens of peace, pleasure and adventure along the waterways of Florida.

One of the greatest tales of Florida fishing, however not quite so well known but growing by leaps and bounds is the true story of fish caught wholly as a commercial enterprise. This catch runs into many millions of pounds and rolls in fleets of hundreds of trucks, as well as by rail back over these same highways to the large northern markets, where the less fortunate who cannot come to fish in Florida may still enjoy Florida fish.

Such a vast natural resource as marine products, however plentiful it may be, cannot remain constant and undepleted, when it is being continually utilized for both pleasure and profit. The State of Florida recognized as far back as 1913 the necessity of some sort of organized government control of these products, which is now vested in the State Board of Conservation. This department is wholly responsible for the enforcement of all laws and regulations governing every phase of marine production including fish, shell-fish, sponges, etc.

All departments of any State have their interests and efficiency interwoven with other departments and must work together for the common benefit of the whole. The fishing industry could not be carried on to the great extent, which it is if it were not for the highway department helping to take care of efficient transportation and the State Board of Health enforcing its regulations as to sanitary packing and refrigeration.

We wonder, however, how many of us have ever thought of the important part the oyster (one of our principal seafoods) has played in the building of the Florida highway system by furnishing shell for the base or bed of so many miles of road in isolated places where the cost of other basic material would make it prohibitive. Naturally, the shell would be plentiful and convenient in so many places where roads were necessary to get many kinds of fish and various seafoods other than oysters out to a railroad or main highway where they could be transported long distances.

So many fish camps and seine yards must of necessity be located at the most isolated spots imaginable. Before good roads were made available it would so often happen that when the fishermen would get a big run or an extra large catch of fish, the slow method of transportation up crooked rivers or over sandy roads would

George S. Hiles

General Conservation Agent

cause thousands of pounds of their catch to spoil before ice could be gotten in or the fish carried to where ice was available in sufficient amount.

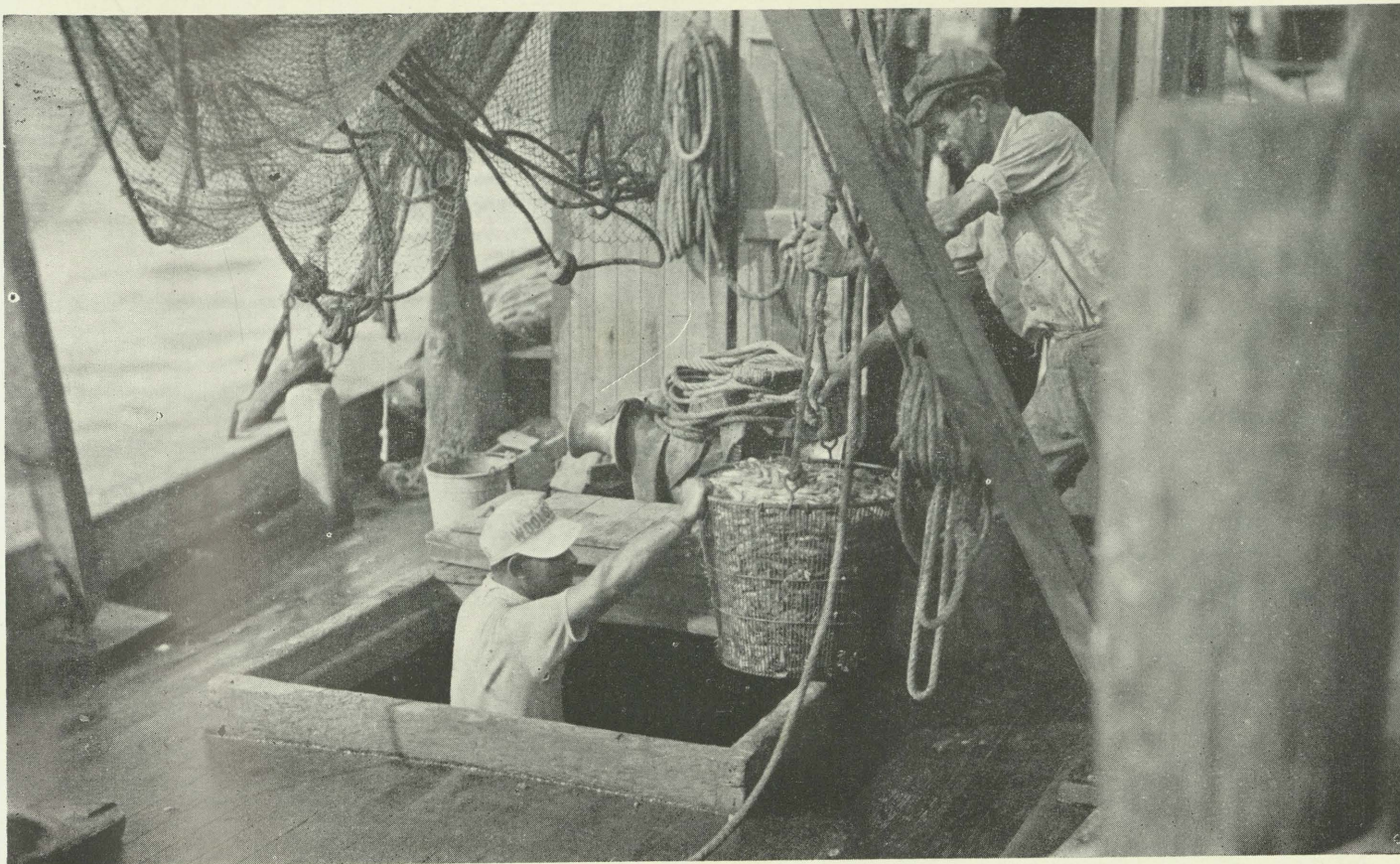
A great percentage of these catches are now loaded directly on large refrigerator trucks at point of production and delivered to heavily populated centers sometimes more than a thousand miles distant at a minimum cost for transportation, in the shortest possible time and in absolutely A-1 condition, thereby commanding the highest market price. Many of these loads begin the first few miles of their trip over a shell highway.

When one considers the immense amount of edible seafood and its extremely perishable nature that was transported during the years 1939 and 1940 it is very easy to see the necessity of having good roads. During this time there were over 180,000,000 pounds or an average of approximately 1,750,000 pounds weekly to be transported somewhere. Every mile that roads were shortened or improved meant just so much more economical and faster transportation which could only mean more money in the fishermen's pockets. In addition to the above during this time there were over 155,000,000 pounds of inedible fish produced that were used for oil, fertilizer, etc., as well as approximately \$2,000,000 worth of sponges. Taking the above figures as a basis, the commercial value of marine products for the two years was more than \$16,000,000.

Thus far we have considered only the commercial side of fishing which in the opinion of many of our leading citizens, sports organizations, wildlife councils, chambers of commerce, county commissioners, sports editors, etc., amounts to only a small percentage of the financial benefit this industry brings to the State. The approximate value of the commercial fish for the past two years, as we have presented it, we feel is fairly accurate and conservative, these statistics being compiled by the Conservation Department through the licensed dealers and boat owners.

We do not have, however, an accurate or complete way of compiling the number of pounds of fish caught by the sports fishermen around the thousands of miles of Florida coast line but we do have estimates from the various fishing centers that give some idea of what the value and related benefits amount to in profits for the State. It is estimated that sports fishing brings into this State every year from \$100,000,000 to \$200,000,000. We have gotten so used to talking in vast sums these days that it is doubtful if we all realize how much a million dollars really amounts to and what its benefit means to our State.

We do know the figures pertaining to sports fishing are staggering when we realize how many people take part in the various fishing tournaments. For instance, it is reliably stated that in Miami this past year 87,000 persons took part in the summer tournament and 161,000 in the winter tournament—about one quarter mil-



Commercial fishing. Sponge fleet at the docks in Tarpon Springs and, below, unloading shrimp at Apalachicola

During the years of 1939 and 1940, commercial fishermen of Florida brought in one hundred and eighty million pounds of edible sea food, valued at \$16,000,000, one hundred and fifty-five million pounds of inedible fish for oil and fertilizers, and \$2,000,000 worth of sponges.



lion people out fishing just for the fun of it. Then when we think of the other tournaments that are sponsored all around the coast from Jacksonville to Pensacola at the same time we must be convinced of the stupendous proportion of sports fishing. It is estimated that 750,000 tourist anglers spent \$250,000,000 here last year.

Assuming the foregoing to be a fair picture of what the natural marine resources mean to our State, we must realize, to some extent at least, the great responsibility resting upon the men who make up the Conservation Department. It is their duty to plan to perpetuate these resources in order that 10, 20 or even 100 years from now the commercial fishermen may be able to exist and prosper and at the same time the sporting fishermen find

enough to induce them to come here from all over the United States to enjoy themselves and spend their millions.

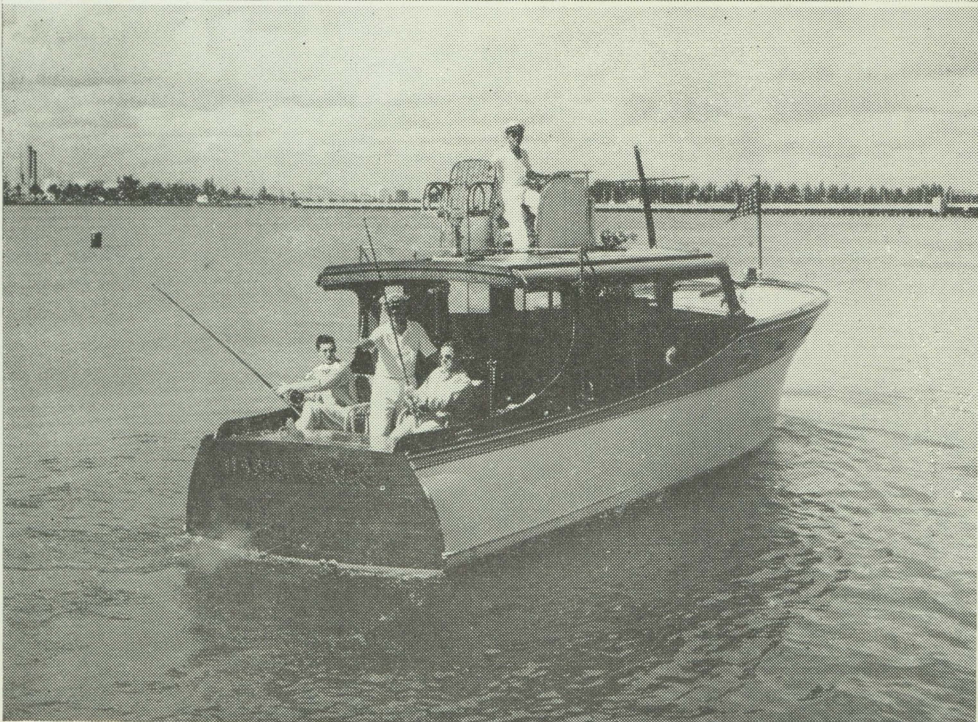
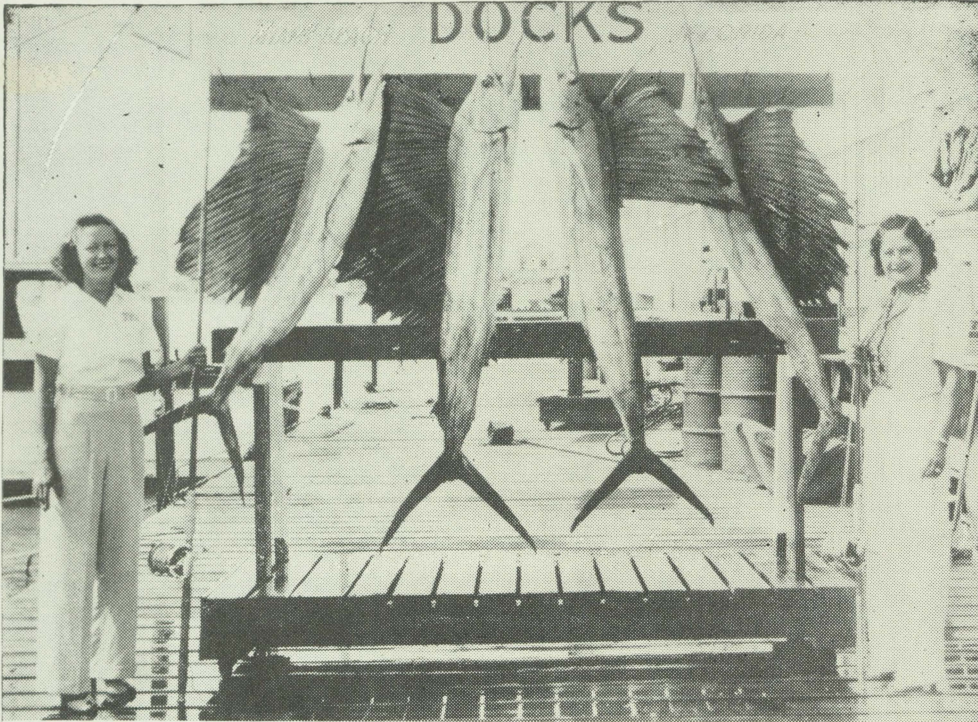
The department has a duty to perform that is truly as colossal as the figures that represent the industry.

Anyone not directly connected with the department could scarcely realize how much study and research it takes and will continue to take to keep our resources from becoming depleted. Even then, no matter how big or wise or conscientious the men you have to head this department, without the hearty cooperation of the general public, as well as the commercial and sports fishermen, they will not be able to attain the end for which they are so nobly striving.

At left, these fair maidens are proud of their catch of sailfish brought into Miami Beach. Sailfish is one of the most popular sports of the lower east coast although this particular fish is found in waters far up the Atlantic coast but in smaller numbers.

Deep sea fishing, privately done is quite expensive as it requires sea-going craft, costly equipment and lots of time to find them. However, it can be done less expensively on any of the hundreds of for-hire boats available in almost every port of the east coast of Florida.

Sailfish are but one of the hundreds of big, gamey denizens of the deep which may be caught in Florida salt waters. Others are amberjack, barracuda, bonefish, dolphin, jewfish, mackerel, marlin, snapper, tuna and pompano. Methods of fishing, seasons, vary with the kind of fish.



Both the commercial and sports interests are in favor of conservation but these interests are so varied that it is very hard to get them to agree on laws and regulations that the Conservation Department thinks might be best for all concerned. Naturally, a matter of this kind is going to take a lot of diplomacy, as well as patience on someone's part.

At the present time the department is financed almost wholly by the commercial interests and they feel that they are called upon to pay taxes in order that enforcement officers may be employed to patrol certain areas to keep themselves out and conserve the fish in these areas for the sports interests. It is natural for them to think this is unfair.

Florida has approximately 1,500 miles of coast line and almost 4,000 miles of shore line, including the islands and inlets, to patrol and the only revenue on which to work is that derived from the commercial fishermen which amounts to about \$100,000 yearly. With this small amount, in comparison to the territory to be covered, it can readily be seen why the office is continually flooded with calls requesting agents be sent to certain places to stop some infraction of the law and also why the department cannot always comply with these requests.

Added to this vast territory to patrol, is the fact that certain phases of the industry are growing rapidly which increases the duties of the inspectors and the necessity for conservation research and study.

As an illustration of this the story of the common blue crab may be cited. Until recently this species had no value whatever in Florida, the meat used here coming mostly from the Chesapeake section. Recently, due to over-fishing and poor conservation methods the industry in the north has been greatly curtailed. In 1939 Florida produced over 2,000,000 pounds of crabs in nine counties, and, in 1940, 4,000,000 pounds in fourteen counties, thus using one of our potential resources. Although

plentiful now, production that doubles in a year would soon deplete any resource if not protected. Through the farsightedness of the present personnel, the department sponsored a bill, passed this year, to protect the female crab during spawning season. The future will show the wisdom of this law.

It is absolutely necessary to be continually on the alert and to anticipate far in advance what might happen and to take steps immediately to rectify any menace such as this to our natural resources. At the same time, however, they must be careful about doing anything that would tend to discourage any new development that would be beneficial to the State.

Space will not permit discussion of the numerous problems of the department but the public should know something about the confusion caused by local laws for different adjoining counties. Tied together as they now are by good highways and rapid truck transportation, it is not fair that a fisherman abiding by conservation laws as to size of fish, or mesh of net, should be compelled to compete with another, just across a narrow stream or boundary, who can catch and sell smaller fish, use different nets or who has no closed season.

This surely does not tend toward conservation and furthermore causes so much confusion that it makes it almost impossible to enforce the laws. Under these circumstances it is impossible to do very much constructive work toward conservation in the way of research biological laboratories, etc. The time has passed for guessing what should be done. Real scientific methods should now be employed. Uniform laws should be made that will be fair to all counties. Those who depend on fishing for a livelihood should have a chance to live. The sportsmen should be given ample space and protection for their pleasure and recreation. The State of Florida should be able to reap the munificent benefits from all of these things.

It is indeed fortunate at the present time that the Conservation Department includes men who can speak the language of both the fishermen and the sportsmen. It is their desire to do the most constructive work possible, and to make the department just what the name implies. They will welcome any ideas you may have for its betterment, and will listen with equal patience and understanding to the problems of the individual and the problems of the fishermen's clubs. It is their earnest and wholehearted aim to protect this greatest of Florida's natural assets so that our highways may ever be avenues of pleasure and profit leading to and from our waterways.

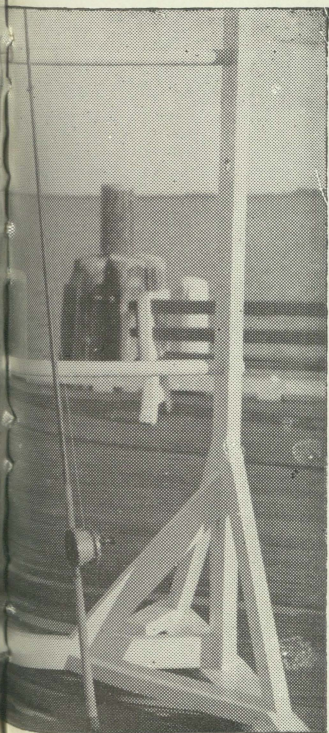
Majority of Truck Trips in Florida Are Performed on Unloaded Vehicles

Surveys conducted by road department in cooperation with the Public Roads Administration on the load characteristics of trucks reveal that approximately 52 percent of the trucks sampled carried no load. This fact is characteristic of no other State in the union. It is partially explained by the fact that there is a high percentage of trucks entering and leaving the State which are loaded in only one direction.

At far left, a sports fishing boat at West Palm Beach. Left, a sailfish taken off Daytona Beach.

Deep sea fishing has been well publicized by Philip Wylie, whose stories about Crunch and Des and their experiences with visiting fishermen have appeared in magazines since 1939.

Wylie works in his den in his Di Lido island home on Biscayne bay. He has been a fisherman since boyhood and many of his yarns are based on actual experience with deep sea fish. He says that the secret in the popularity of his stories of deep sea fishing is the mystical allure of the sport. And it has a mystical allure to almost everyone whether he can live where the fish are or just an annual visit to waters they inhabit. Witness the case of President Roosevelt whose fishing cruises into the southern waters are a matter of record.



LUTHER P. DANIELS FIRST TO GIVE LIFE IN SERVICE OF STATE PATROL

Luther P. Daniels, 32, member of the State Highway Patrol, was killed in line of duty December 6, 1941, the first member of the State traffic law enforcement service to give his life in action.



—Miami Herald

Daniels was killed on a lonely road south of Miami while attempting to recover a stolen car. Elmer Humber, 22, also known as Byrdl Hudgins, confessed the killing the following day after his arrest by Border Patrolman S. E. Hawkins.

DANIELS Daniels, formerly a motorcycle patrolman in Key West, attended the State Highway Patrol training school in Lakeland last July and was appointed to the patrol in August, assigned to the Miami area. He made his home in South Miami where he leaves a wife and two children.

Humber, said to be a native of Alabama, was arrested after he had obtained a ride from G. M. Fowler and W. Frank Walker, both of Perrine, who recognized him from broadcast description and took him to the border patrol station. He attempted to draw a gun and was overpowered by Hawkins, on duty at the station at the time.

Search for the killer was headed by Capt. Stuart A. Seneff, State Highway Patrol, who marshaled more than 100 policemen in the area from Fort Lauderdale to Key West, under orders of State Safety Director J. J. Gilliam, head of the patrol, and appeal of Governor Spessard L. Holland to "leave no stone unturned in bringing the assassins to justice."

Reconstruction of the crime revealed that Daniels had talked with suspects after talking by radio with Miami police late Friday night in an effort to check on a stolen car. When Miami police later attempted to contact Daniels he did not answer. His bullet-riddled body was found on the highway near the stolen car early Saturday morning. Daniels' patrol car was found wrecked half a mile south. Humber hid in the woods until Sunday when he hitchhiked a ride with the Perrine men.

Safety Director Gilliam stated that he and other State officials will insist on an early trial for Humber and that they will press for early conviction and punishment of the criminal.

Big Business To Pay More

BIG BUSINESS and the wealthier citizens of Florida will pay more and the little business man and the average home owner will pay less under the new 100 percent assessment law, according to check this month of properties in Hillsborough, which might be considered a "guinea pig" county for the entire State.

Here are some Hillsborough County examples:

1. A home was assessed last year at a value of \$1,600, and paid \$33.20 taxes. This year it is assessed at \$5,500, but will pay only \$17.35.

2. Another home was assessed last year at \$3,100 and paid \$64.32. This year it is assessed at \$11,700 and will pay \$114.69.

3. A hotel which was assessed last year at \$3,000 for personal property, such as furnishings, paid \$233.40 taxes. This year its assessment was increased to \$20,000 and it will have to pay \$314.

4. An industrial plant was assessed last year for personal property at \$80,000 and paid \$6,224. This year its assessment has been jumped to \$1,037,000 and its tax bill will be \$16,280.


The Hillsborough sample indicates that practically all high-priced homes were hit by the 100 percent assessment because under the old law few were ever valued, for tax purposes, at more than \$5,000 and were thus exempt under the homestead law from all except bond taxes. The new assessment requires them to pay taxes on all over \$5,000 valuation.

Increase in personal property assessment covering stocks and equipment accounts for the higher taxes for big businesses. This class of property was increased seven and one-half times over the old value, business buildings about five times and residential property about three and one-half times.

There will be a substantial reduction in the taxes on the Hillsborough home under \$5,000 valuation, according to the study.

FLORIDA PRODUCTS
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FLORIDA CEMENT  PORTLAND COMPANY

A Merry Christmas...

DEFENSE booms and their following depressions may come and go but Florida always will have a Christmas and, right now, Christmas is booming with business as it does at this time of year, good times or bad.

Christmas is on State Highway No. 22, 25 miles east of Orlando and 13 miles west of Indian River City. It has a population of about 250, living in a surrounding area within a radius of some 15 miles, but, last year, its postoffice handled 120,000 pieces of mail and, this year, expects to handle at least 150,000 pieces.

The "Christmas" cachet on the mail, and the desire of people to do something different, is the answer. Santa Claus, as everyone knows, lives at the North Pole, and has never appeared at Christmas, Fla., except by proxy, but the Yuletide spirit is highest there when the hundreds of visitors arrive to mail their gifts and greetings.

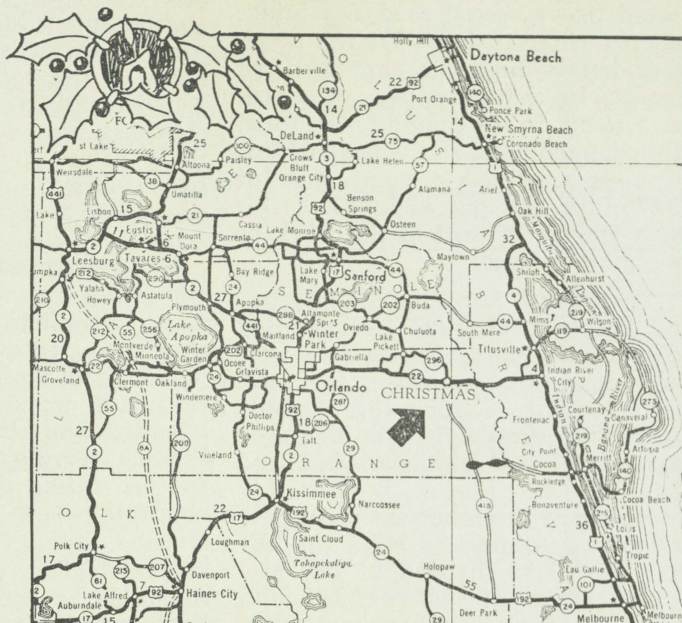
Mrs. Juanita Tucker is postmaster. She has been for nearly ten years and the job has been in her family for a much longer period. Her husband's great-grandfather was one of the first settlers of the community, known as Fort Christmas until a few years ago, and his father and mother had the postoffice job for 18 years. He is now one of Mrs. Tucker's assistants and drives the Christmas school bus.

Christmas received its name because the fort there was occupied by the whites, campaigning against the Indians, on Christmas day, 1835. Today there is nothing left of the old fort and the prefix was dropped before the first postoffice was established there in 1892.

Up until 1934, when a noseey newspaperman drove through and recognized the possibilities of a story, and 1935, when an enterprising film company made a newsreel on the occasion of the town's 100th anniversary, the business of the postoffice consisted mostly of handling letters to and from residents and for a few philatelists. The publicity brought a flood of requests during the holiday season and Yuletide business has been booming ever since.

"With the general realization of the problems facing the world today," said Mrs. Tucker, "I believe that this year Christmas will mean more than ever to people interested in peace and good will toward man."

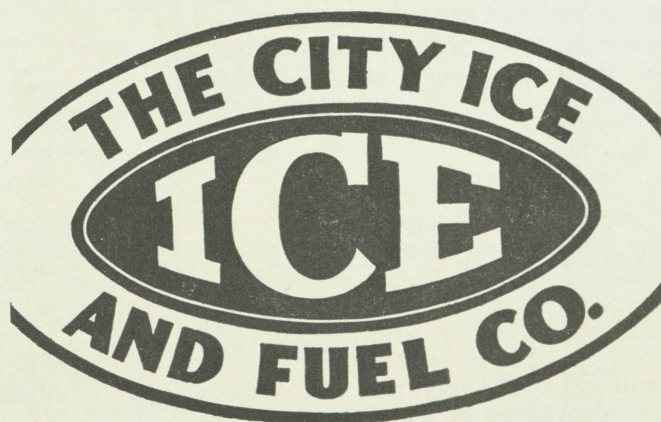
In addition to her duties as housewife and postmaster, Mrs. Tucker serves as head of the Christmas chamber of commerce, participated in the recent Red Cross drive, directs the sale of Christmas seals and is promoting the sale of defense bonds. She is the official greeter of the community, with a cheerful word for visitors whose favorite spot for a snapshot is the steps of the postoffice with the "Christmas, Florida" sign in the background. Visitors include people from all parts of the United States and many foreign countries. Her mail includes many letters from shut-ins and stamp collectors who find her willing to cooperate in their pastime.



Christmas is on State Highway No. 22, 25 miles east of Orlando and 13 miles west of Indian River City, in Orange County, about four miles from the St. Johns River which rises some 30 miles farther south in Lake Helen Blazes. Christmas handled 120,000 pieces of mail last Yuletide, expects to handle 150,000 this year.

To date mail has been forwarded from Christmas to England, China, Australia, New Zealand, Rhodesia, Egypt, Burma and other foreign lands. Despite the fact that she was forced to employ 11 assistants last year, there is no extra charge for the service which includes a special green and red cachet and writing one-cent money orders and giving autographs.

Christmas is at a crossroads, has two filling stations, a church and school in addition to the postoffice building which also houses a small gift shop. Its people are grove owners and workers, farmers and ranchers. Everyone appears to be happy. In fact it looks like a Merry Christmas.



TAMIAMI TRAIL

(Continued from page 8)

he and Highleyman appeared before the trustees of the Internal Improvement fund at Tallahassee and proposed that a special road and bridge district be created so that the necessary bonds might be approved and issued. In the early part of 1916, as a result of the committee's efforts, the commissioners and voters of Dade County approved a bond issue of \$275,000. All but \$25,000 of this sum was to be used in the work of building the trail.

One month later, the commissioners met for the purpose of opening the expected bids. Contractors were not interested, apparently, for there were no bids. Despite this discouragement, a short time later bids were again requested through published legal notices. The J. B. McCrary company of Atlanta, was eventually awarded a contract to build the Miami to Marco division of the new highway for the sum of \$241,500. On May 20 George Pierce, representative of the company, filed a bond of \$120,750. The exact date on which the work was begun is not known but the first payroll was dated September 5, 1916.

The McCrary company sublet the project to the Morgan Paving company of Miami and almost immediately it was found that the \$275,000 bond issue was ridiculously inadequate. Moreover, financial difficulties were not the least of the troubles encountered. Engineers, wading in hip-deep mud and water, had gained only a remote idea of the character of the Everglades. Not until work was actually begun did the many discouraging and almost heart-breaking phases of the undertaking become known. It was necessary to

erect a dredge on the job, enlarging the waterway about it so that it would float. Crocodiles, snakes, and alligators were a constant menace.

Special advance crews were armed with rifles, with orders to shoot all reptiles and wild animals seen in the path of the workers. Others cleared the way through the swamps with matches and machetes, burning and chopping down brush and trees, while gangs of white and negro laborers erected makeshift gangways of cypress logs over which heavy machinery was drawn. These temporary overpasses frequently gave way under the weight of the equipment, necessitating days of repeated efforts to replace them before the work could continue. At night, the exhausted workers gathered around campfires and slept under the stars. Persons moving from one camp to another during the day had to burn smoke signals in order to locate each other.

The highest point of land was found to be but 12 feet above sea level and, except during the driest months, was almost entirely covered by water. Beneath the soft muck, under the surface of the water, was a foundation of hard, firm limerock, ragged of edge and providing a difficult footing. In the beginning, at-

tempts were made to spread a flat layer of crushed rock over this, in the hope of forming a suitable roadbed. In wet weather, however, the rock was completely covered by the mucky formation, and in dry weather the muck burned in spots. Having a heavy vegetable oil content, this peatlike ground often became ignited from the flames of carelessly laid campfires. Wherever such an accident occurred the rich black earth was turned into ashes.

It soon became evident to the engineers and contractors that a uniform and indestructible roadbed was needed. After considering all possibilities, they decided to use a material at hand—the limestone which lay under a covering of muck, water and vegetation. A foundation had been found for the highway, but the workmen were faced with the herculean task of blasting it loose and

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DANCE FLOORS

Profit-making establishments which permit dancing must pay the State's dance hall occupational license of \$100, according to decision of the State supreme court. The decision was made in a case involving a restaurant owner who allowed patrons to dance.

Workmen's compensation is extended to golf caddies and boot-blacks in barber shops, deputy circuit court clerks and deputy sheriffs, under a ruling by Attorney General Watson. All are held subject to the will of their employers and under the provisions of the law.

building an elevated roadbed safely above the swamp's high-water mark. As the plan evolved, an immense ditch or canal was drilled and dynamited, foot by foot, for more than 90 miles across the State. The base of the Tamiami Trail was formed on the south side by scooping the limestone from it.

Drilling machines were dragged into the swamps, but more difficulties appeared. The drills often sank completely out of sight when holes were excavated for dynamite deposits. When this happened, it was a task of many more days for the disheartened laborers to recapture them. Ox teams brought in quantities of dynamite, making weary progress over the log bridges and through swampland. Repeatedly the animals bogged so deep that they had to be hauled out by the workers.

Once a job of dynamiting was done, dredges were moved into place. Limestone dug up by these was used in building the roadbed. Dredgemen had endless hardships, too. Equipment caught in the sloughs, and machines often sank entirely out of sight and had to be hauled up with giant cypress poles. Discouragement was a daily problem but month after month the work continued, somehow, with the men driving themselves, their oxen, and the machines to the limit of endurance. When progress was good, as much as two miles of the roadbed were built in a month.

Heroism and tragedy became commonplace. Men saw their fellows blown into eternity, others were drowned and nearly all were scarred and battered by the relentless demands of transforming into reality the dream of Jaudon and Hill. Yet the survivors were undaunted. More than a million dollars worth of mechanical equipment was used but the accomplishment of innumerable labors depended upon the bone and muscle of sweating workmen. And 3,000,000 pounds of dynamite exploded and rent the Everglades air before the work was done. One of the contractors stated that it took "m's" to build the road—"men, money and machinery." A newspaper reporter facetiously paraphrased the three m's to "muck, misery, and moccasins," while another writer

said that the work presented "a perfect example of 'hell and high water'."

Indians living in the 'Glades resentfully watched the workers, as if guarding against too much intrusion upon their home and hunting grounds. One morning a large band of Seminoles suddenly appeared. Their ceremonial garb signified a momentous occasion and their faces were decorated with gobs of war paint. The road crew thought it was faced with an uprising, and word was sent to construction headquarters in Miami. The superintendent hurried out to the scene of the incident, 18 miles west of the Miami city limits, and in a few moments learned from the Indian spokesman that his people wanted to have a bridge built over a certain canal in the cypress swamps of Shark River. "Road spoil canoe trail," was the complaint of the Indian. The superintendent quickly assured him that a bridge would be built so that their canoe passage would not be closed. When this was understood, the placated Seminoles silently vanished.

As the work continued, the sums of money made available through the first bond issues seemed strangely amusing as the magnitude of the undertaking was realized. Funds expended by both Dade and Lee Counties disappeared like the first stretches of rockbed which had sunk beneath the muddy depths of the Everglades.

The Morgan company eventually admitted defeat, thus placing responsibility for the work on the original contractor, the McCrary company. Additional bond issues made more funds available from time to time but movement was slow.

In 1919 it appeared that Lee County, with 121 miles of road to build, would be unable to finance its share of the work. When this became known, Captain Jaudon's company, known as the Chevelier Corporation, offered to construct a section of the highway if it could be routed through some of the firm's land holdings in Monroe County,

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which joined Lee County on the south. The road would, in turn, be dedicated to the public, company officials said. The proposal was accepted and the Chevelier company soon began work.

Meantime the Miami division of the roadway moved along slowly and precariously but work through Monroe County was described as even more hazardous because of that area's great distance from any center of communication. It became necessary to install radio apparatus both in the Miami office of the Chevelier Corporation and in field headquarters. Equipment and supplies were transported along the west coast through the Ten Thousand Islands to the vicinity of the trail. Here they were floated and canoed through narrow creeks to the construction site. Long, sleek-looking canoes, hewn from cypress logs by the Seminoles, were favorite craft utilized in journeying through the swamps.

During 1923 Barron G. Collier, the New York financier and advertising magnate, began making purchases of acreage in Lee County, his eventual holdings totaling more than 1,000,000. The same year a vast area, including Collier's holdings, was carved out of the southern portion of Lee County by the State legislature and named Collier County. A controversy soon arose over the new route the highway had taken a few years earlier under the sponsorship of the Chevelier Corporation. Collier wanted the road to pass through his own territory.

The report of a surveying expedition which traversed the trail in 1923 indicated the unsatisfactory status of the highway and the lack of progress made by that time. The project was still criticized as foolhardy. "No road could satisfactorily be built in the bottomless swamps of the Everglades," said the persistent critics. For a while it appeared that the entire project would end in failure. But Ora E. Chapin of Fort Myers, took up the torch. He organized an expedition and blazed a trail eastward from Fort Myers to Miami. A caravan of several Model-T Ford automobiles, a cleated trac-

tor, 26 men and two Indian guides formed the party.

Ten days later Chapin and a guide emerged from the underbrush west of Miami and hurried to the offices of a Miami newspaper. There they reported the construction of 100 miles of solid surface road, with the roadbed "slightly below the surface of the 'Glades.'" Chapin said that his expedition had become bogged in the swamp, had run short of supplies and that he had preceded the party to obtain assistance. "Twenty-six days from the day the expedition had left Fort Myers, the automobiles reached Miami after traveling 175 miles, building one

and a half miles of corduroy roadway and opening eight miles of timber." Chapin immediately began urging completion of the highway, stressing in civic club addresses the practicability of the undertaking.

The following year, 1924, the project's importance was officially recognized by the Florida State Road Department, and the department's

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engineers began surveys and location work. The legislature soon named the Tamiami Trail a part of the State highway system, and assumed the responsibility of completing it.

The Monroe County section of the highway laid out by Captain Jaudon's Chevelier Corporation was abandoned despite the strenuous objections of Dade and Monroe County officials. They pointed out—to no effect—that the Chevelier Corporation had fulfilled its contracts. Eventually the State accepted the Monroe County section of the roadway as the "South Loop." On an official road map, issued in 1941 by the road department, this section of the trail is marked "State Highway 27."

The State completed the Tamiami Trail in three years. On April 28, 1928, 13 years after the idea was first seriously considered, a great motorcade opened the highway by driving from Tampa to Miami, a distance of 283.9 miles. The gigantic undertaking of building a highway through the "unconquerable" Everglades was an accomplished fact. The Tamiami Trail Association, of which Barron Collier was then president, arranged an extensive program in celebration of the occasion. The original "Trail Blazers," who had made the first trip by automobile between the Gulf of Mexico and the Atlantic Ocean, were present to relate their hazardous experience during the trip from Fort Myers to Miami in 1923. Captain Jaudon proudly gave an address on "The Early History of the Trail," and Governor John W. Martin spoke on "The Value of the Tamiami Trail to the State." Ceremonies began at Tampa and continued for three days in that city and in Miami.

During its building period of 13 years the Tamiami Trail cost in excess of \$7,000,000. The expense was more than justified, for it has become a vital link in the Florida system of highways.

Thousands of motorists travel the Tamiami Trail each month and view the Everglades from the safety of their cars, with little knowledge of the immense labors that went into the building of the road. A few In-

dian villages catch the eye. The wild things are wary and shun the highway. Sawgrass, water hyacinths and oasis-like hammocks pass endlessly on either side. The fastnesses of the Everglades remain as before, silent and strange, one of the few remaining wilderness areas in the United States.

TOMATOES FROM SAWDUST

(Continued from page 16)

Oviedo and Sanford. Later he established experimental feeding tanks, which he still uses for research purposes, at his home in Winter Park.

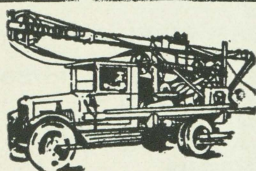
When his study had reached the point of enlargement, he established what since has become the site of his successful commercial venture into the growth of vegetables without the benefit of soil—actually, the production of succulent, delicious and marketable "test-tube" garden crops in a synthetic Mother Earth.

"The vegetables raised by this method receive the same nourishment through water-feeding that they would receive if they were raised in soil," Hurley points out. "I am no soil chemist, but I know, and every other reasoning person knows, that plant feeding is a matter of moisture, sunlight and minerals in proper quantity and proportion.

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all, I learned what minerals are essential for production of vegetables and similar plants, and confirmed my belief that administration of these chemicals in proper proportion or formula to seeds, and later to plants, could be done on an intensive scale through water-feeding and with greater success than has resulted from years of experiment in soil feeding."

The soundness of his theory appears in a trip through his "factory" and a study of his production and sales records.

The factory is an open-air affair in the outskirts of Winter Park, roofless because every minute of sunshine is essential to the growing tomato, strawberry, potato, ear of corn, or other vegetable. In regimented dignity are row upon row of open-topped troughs, or tanks, looking for all the world like elongated window flower boxes.

The tanks for the most part are of cypress, although in enlarging his facilities, Hurley has found greater durability and less long-run expense in concrete construction.

But whether of cypress board or concrete, each tank "in operation" has hundreds of sturdy, thriving, healthful plants growing from its content of sawdust constantly soaked in minerally treated water. Tanks are eight inches deep, twelve inches wide and 100 feet long. The third of an acre (or 14,500 square feet) area that Hurley has used until this year's plans brought his "factory" footage to approximately four-tenths of an acre, allowed for 4,000 lineal feet of tanks. Over the tanks, aligned on level flooring, is a maze of criss-crossed wires serving a double purpose: First, to them are tied the cords supporting growing plants; second, they serve as standards for protective covering from cold weather or frost during the few Florida nights when that hazard is present.

The synthetic seed bed is simple. An inverted V-trough in the bottom of the tank runs the latter's entire length to give uniform distribution of the chemically correct liquid mineral diet of the plants. A layer of flint rock, used because of its erosion resisting powers, covers the distributing trough and the bottom of the tank.

Then comes the seed bed, or growing bed, of sawdust. Hurley

uses cypress sawdust, mixed on occasion with excelsior shavings from the same stock, desirable for durability and freedom from foreign substances, such as the resin of pine stock.

Through the length of the tank and beneath the inverted trough at the bottom run ventilated pipes for distribution of the plant's liquid foods for a period in excess of twelve hours a day.

"Plants," Hurley explains in this connection, "don't feed all the time. They rest, relax in their growing process, after nightfall, Nighttime, if

they were human, is the time they take to estimate the situation, look things over in general as regards their growth and progress and prepare to take on their food of the coming days."

Feeding pipes, or feed lines of the 4,000 feet of tanks bring their

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chemical-freighted water from a 6,000 gallon tank beneath the floor of Hurley's laboratory, immediately adjoining. The chemicals absorbed by the plants as food through osmosis or plant ingestion, the water is re-piped to the huge central feeding tank for replenishment of food content.

Thus, all through the day—and Hurley points out that the extra hour or so of sunlight obtained through Florida's geographical location is of high importance in the growth of the plants—his produce builds its way from seed to sturdy plant, from plant to fruit. Flow of the feeding waters is regulated by valves at the center of this reverse-cafeteria style of nourishment, so named by Hurley because it sees the food passing almost continuously by the consumer for selection of content, instead of seeing the consumer pass in a moving line before the stationary food.

Over at the laboratory diet-kitchen for the growing vegetables, Hurley and his aides keep daily check on proper mixture of the plant-feeding chemicals. This is easily done, so long as accurate watch is kept by simple chemical tests of the amount of various chemicals withdrawn in the circulating feeding process.

"Some thirty minerals are necessary for a properly balanced food," Hurley explains. "Water, our vehicle for this food, carries all of them in solution and consequently, after the establishment of quantities of chemicals needed for proper diet, the actual feeding process is simple. It consists of dissolving the chemical foods, all of which you can get at the corner drug store, in water and in regulating the flow of this food-laden water to the plant."

Hurley uses crude chemicals in preparing his food solution. Into the food mixing tank go measured quantities of potash, sulphur, potassium, magnesium, borax or boron, copper, zinc, molybdenic acid, nitrogen or nitrates, iron and manganese. In their crude forms, these contain other metals in sufficient quantity for a balanced vegetable diet.

Naturally enough, Hurley points out, the varied appetites of members of the vegetable and fruit family call for varied diets.

"For example," he points out, "our solution or mixture to produce a juicy, bland-tasting and finely textured tomato cannot be used to obtain the same perfection in a strawberry. Tomatoes, for instance, require far more potash than do strawberries, so we must watch the likes and dislikes of the growing vegetable to get best results."

Hurley's experience with tomatoes in the past year—his growing period, remember, was but ten months of the twelve—is the best yardstick as to commercial success.

Water-fed plants, rooted in saw-

dust, grew 12,500 pounds of select tomatoes which he sold in northern and local markets for ten cents a pound when soil-grown tomatoes were bringing three cents. He sold the culls and slightly blemished tomatoes to soup and catsup manufacturers.

Volume of production—16,500

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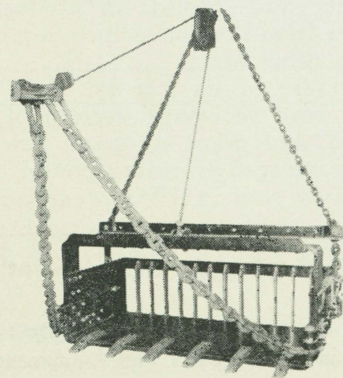
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pounds of tomatoes springing from sawdust beds in his third-of-an-acre area represent 325 bushels, or an average of 975 bushels to the acre—was more than three times the 300 bushels that would be a high yield from an acre of rich soil, more than six times the 150 bushels that is an ordinary yield.

"The whole thing, by and large, is sensible from a commercial standpoint," Hurley points out. "Ideally speaking, the spare time of a family of three or four persons would provide adequate labor, with little or no outlay for cash in this respect, for the tending of a crop to maturity and for its marketing."

So it seems that small Florida families, willing to observe proper dining periods for their crop, may in the not too distant future supply not only their own fresh produce needs but those of many other families through the common sense combination of seed, sawdust, sunlight and a few chemicals.

AS YOU SEW

(Continued from page 12)

towels, sheets, pillow cases, a baby bonnet, neckties, scarfs, a sofa pillow, upholstery, hand bags, a table runner and samplers, are among the articles she has made from materials woven at her studio in Tavares from Lake County Sea Island.

The Department of Agriculture's idea behind the exhibit is to show the public the different articles of clothing which can be made from Sea Island cotton, with which many persons are unfamiliar. Sea Island, because of its extremely long staple and fine lint is softer, stronger and silkier than ordinary cotton.

Although the production of Sea Island in Central Florida counties has been increasing steadily since it was reintroduced into Florida in 1935, there was less than 5,000 bales of it produced in 1940. Lake County grew 1,600 acres in 1940 and 4,000 acres in 1941. Lake County leads Florida in production of Sea Island cotton, which is grown in no other State.

Because of its scarcity, there has never been an overproduction of Sea Island, and prices are good. Sales in 1940 averaged 40 cents a pound. The first bale sold in 1941 went for \$1

per pound, and growers are holding their cotton for 50 cents or higher.

There is a history behind Sea Island cotton in Florida, a history affected greatly by the boll weevil (the pink weevil to be exact). In the early days of Florida, cotton was an important crop. The acreage was as high as 260,000, and the cash return amounted to as much as \$4,-500,000 for one year. About 70 percent of this early acreage was in Sea Island. The production of this valuable crop was highly specialized and the leading varieties were closely guarded against the possibility of cross strains being introduced.

Then, in 1915, the pink boll weevil got into the South, and before long the entire Sea Island cotton crop was destroyed. Sea Island matures late and this made it an easy prey for the weevil. Cotton production in general was also retarded by the World War. Sea Island, especially, was in great demand in world markets, the British Empire being one of the largest buyers.

While practically no Sea Island cotton was grown in Florida between 1915 and 1935, the production of upland cotton continued, but because of the aforementioned factors, dropped off from the high of 260,-

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000 acres to 110,000 acres in 1920 and to 85,000 acres in 1925. This was the low level in Florida cotton production.

During the period from 1910 to 1935 the net reduction in Florida cotton production was 61 percent in acreage, with a reduction in crop value of more than \$3,000,000. The slump in production at that time most affected north and northwest Florida where cotton was the principal crop.

In 1935, Sea Island cotton was reintroduced into Florida by the United States Department of Agriculture, the Florida Department of Agriculture, and the Agricultural Extension Service. The USDA had maintained the purity of a supply of Sea Island seeds and had improved them on an island off the coast of the Carolinas.

For a while there was no trouble with the weevil, then the pest appeared again. This time, however, growers were prepared and with measures worked out by the Federal government they controlled it.

Important features of the new Sea Island program are the development of early seed types which will assist to overcome the weevil by early maturity; and the establishment of the afternoon poison period, which research has proven to be a successful method of control.

Sea Island cotton is fairly difficult to produce (growers have to replant if it is too dry, too cold, or if the wind piles up too much dirt on top of the seeds which are planted near the top of the earth), and it is fairly expensive to produce (about \$40 to \$50 an acre, including picking, boll-weevil control, etc.).

This cotton seems especially adapted to Central Florida. The combination of climate, humidity and heat, soil temperatures and moisture of this section are best, according to experts, for the crop's success. The average yield in Lake County is 175 pounds of cotton per

acre, whereas the State average is 80.

As a means of reviving Sea Island production in Florida and keeping the long-staple strain pure, many counties have established Sea Island belts in which no other type of cotton may be grown.

The State Department of Agriculture recently declared "From the standpoint of general agriculture the

revival of Sea Island cotton production stands out pre-eminently as the most important item on Florida's agricultural program.

"The program is capable of far-reaching effects on cotton production in general, since weevil infestation of short staple cotton can be controlled as well as that of long staple."

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ROAD CREDIT AUDIT COMPLETED

(Continued from page 10)

the present arrangement for reimbursement to the counties and sets up a guaranteed income to counties in the State to retire their bonded indebtedness over the period of the next succeeding fifty years. It is noted that the adoption of this legislation has materially increased the value of county bonds and has created a new market for such type of investment.

Immediately upon these acts becoming laws, the chairman and the auditor began the preliminary work toward organizing a corps of auditors qualified to carry out this work. The work was of such a nature that it was difficult to obtain men with experience that would qualify them to handle this type of audit. It was necessary that one be familiar with county records as well as experienced in auditing. A corps of auditors and supervisors was completed about the middle of June and totaled 52 men. In order to facilitate the work of the auditors, forms were prepared covering each step of the audit so that all bond funds, road and bridge district funds, and miscellaneous funds could be accounted for as to expenditures for construction or reconstruction on such designated roads.

In addition to the preparation of the accounting forms, the division of research and records prepared and marked maps of each county showing the roads in the respective counties and indicating those roads which had been designated in 1931 and those which had been designated since 1931 to date.

There was also prepared a copy of each law pertaining to the designation of respective county roads so that each auditor was supplied with necessary forms, marked county maps, and a list of all roads so designated in the respective counties.

Prior to the effective date of the law, July 1st, the auditor called a meeting in Orlando for the purpose of schooling and at that time each auditor was made familiar with each form, maps, and laws pertinent to the audit. After such meeting the auditors were divided into four groups and assigned to supervisors who had

charge of his particular group consisting of ten to fourteen men each. The groups then being assigned to the four larger counties in the State, namely, Dade, Duval, Polk, and Hillsborough, the audit began in these counties July 1st.

Numerous difficulties and misunderstandings arose during the first two weeks of the audit due to the lack of records and method of keeping records necessary for the accumulation of facts pertaining to construction. Counties, in the main, kept their construction and maintenance costs in one total and this made it extremely difficult for the auditors to determine expenditure for construction and reconstruction.

In the middle of July another meeting of the supervisors was held and such difficulties were ironed out and from that point on the audit proceeded with efficiency and dispatch.

The method of proceeding in beginning the audit in the various counties was as follows:

A letter was sent to the chairman of the board of county commissioners of each county, with a copy to the clerk of the court, prior to the visit of the supervisor to that county. The supervisor later contacted county officials, made arrangements for office space, and solicited cooperation of the county officials in the conduct of the audit in that county, and at that time setting a date on which the audit was to begin. The supervisors and the auditors under them received splendid cooperation from the county officials and the county employees. It was a difficult task to ascertain the facts pertaining to the

information required because the county records, as previously stated, were not set up to give the information necessary in obtaining the facts required by the legislature, and such cooperation facilitated the work of the auditors.

Under the acts the State Comptroller was required to audit and ap-

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prove the audit of the State Road Department and the State Comptroller's office joined hands in working out the details and policies which were to be observed. Auditors from the State Comptroller's office worked along with the auditors of the road department and each strived to get the facts. Their policy was to obtain for each county all the credits to which they were justly entitled and in accordance with the law.

After the completion of an audit in each county, recapitulation sheets were prepared and submitted to the boards of county commissioners in the respective counties for their approval. It was not suggested or set forth in the law that such action was necessary, but we felt that the counties were entitled to such consideration and we, as auditors, felt that we would be better satisfied with the audit if same met the approval of the board of county commissioners in each county.

The expense of the audit was covered by an appropriation of the legislature as follows:

\$35,000 under Chapter 20300 and \$15,000 under Chapter 20301.

With such a large force this fund was rapidly being depleted and along the latter part of September it became necessary to reduce the force about one-half, and further reductions were necessary as the audit neared completion.

Although these new credit laws provided that they should take effect July 1, 1941, it was provided therein that the chairman and auditor should complete their audits within six months from the time these acts became laws, which was on May 13, 1941, the day they were approved by the governor. Therefore, it was necessary that the audit be completed, to comply with the mandate of the legislature on Nov. 13, 1941.

It is with just pride and satisfaction that it can be reported that all the county audits had been completed by November 13, and certificates are being furnished the comptroller and the State Board of Administration, as well as the individual counties. All counties were particularly anxious to have their certificates filed so that any surplus due them could be allocated as provided, and particularly those counties that had been paid out in prior years.

At the time this is written, all certificates for all counties have not been completed but work is progressing rapidly and it is assumed that by the time this article appears in print, same will have been completed in its final form and printed copies will be available for distribution to the respective officials.

At the present time, subject to final revision, the total credits due all counties in the State are as follows:

Balance due counties under 1931 audit as of July 31, 1941\$ 29,318,850.00

Total additional credits as set up by the 1941 audit amounting to 351,550,093.19

Total credits.....\$380,868,943.19

Under an estimate prepared by the State Road Department for presentation to the legislature, it was estimated that the additional road credits, interest credits, and the remaining credits due the counties under

the 1931 audit would total \$377,-714,582. You will note that this estimate, taking into consideration the volume of detail and the sizable amount, is extremely close and justifies the results obtained.

The chairman and auditor of the State Road Department, through these pages, wish to express their appreciation of the cooperation of the State Comptroller's office, his auditors, the county commissioners of the respective counties, the county employees, the supervisors and auditors who assisted in the audit, as well as others who gave their time and advice freely to make this audit a success and one to be completed within the time prescribed by the legislature, within the limits of the appropriation.

GUARD STATIONS OPEN

Fruit guard inspection stations to prevent illegal shipments of citrus fruits from the State were opened October 16 under direction of Commissioner of Agriculture Nathan Mayo.

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AUBURNDALE, FLORIDA

H. E. WOLFE CONSTRUCTION COMPANY, Inc.

St. Augustine, Florida

BRIDGING THE GAP

(Continued from page 14)

commission a certified copy of the entire record of the Department of Public Safety upon which the suspension was based and, in the event of suspension or revocation after there has been a hearing before the department, as provided in said section, then there shall also be submitted a certified copy of all proceedings at such hearing, including the testimony upon which the suspension or revocation was based.

5. No application will be considered after a court hearing as provided by Sub-Section B of Section 43, Chapter 20451, Laws of Florida.

6. All applications must be accompanied by statements from the trial judge, where a trial has been held, and the Department of Public Safety in connection with the revocation or suspension, and the recommendation to the trial judge and the Department of Public Safety with respect thereto.

7. Applicants hereunder must, at least ten days prior to the filing of an application, post written notice at the courthouse door of the county of his or her residence and transmit a copy of such notice to the Department of Public Safety of his or her intention to file such application, and a copy of the notice so posted with an affidavit of its posting and transmittal to the Department of Public Safety must be filed with the application.

8. When an application for restoration has been filed and denied no additional application in the same case will be considered until after the expiration of six months from the date of the denial and then only in the event new facts and conditions arising since the denial of the last application are shown, which, in the opinion of the commission, justify an additional consideration of the case.

9. The commission will, upon rendering its decision, transmit a certified copy of its ruling in each case to the applicant, the trial judge, and the Department of Public Safety.

BANKS REPORT

One hundred and fourteen Florida State banks and trust companies had assets and liabilities of \$130,651,936 on September 24, according to report of the State banking department. Deposits totaled \$114,483,774 and loans and discounts, including overdrafts, \$37,899,768.

CHARTERS REVOKED

Charters of 1,200 Florida corporations were revoked for nonpayment of capital stock tax, according to a list published by Secretary of State R. A. Gray last month. They may be reinstated if the delinquent tax is paid by January 1, Gray said. Florida now has about 24,000 active chartered corporations and Florida-licensed out-of-state corporations.

Hall's Auto Parts

Automotive Parts

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LAYING FOUNDATION

Machinery of the new Florida parole commission will not begin to produce until January, according to Chairman Francis R. Bridges, Jr. He requests the indulgence of the public until "the foundation is solidly and properly built."

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ROAD DEPARTMENT MINUTES

(Continued from page 4)

as principal, and said corporation, as surety, to this Department, as obligee, dated the 29th day of May, A. D. 1940, in the penal sum of \$5,000.00, conditioned to secure the performance of a certain Right of Way Contract dated the 24th day of May, A. D. 1940, between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Project No. 970, of State Road No. 23, and said surety bond is hereby terminated and canceled; PROVIDED that nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in any wise impaired, modified or affected.

HILLSBOROUGH COUNTY—ROAD 23 —PROJECT 970—CANCELLATION R/W CONTRACT BOND

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that Central Surety & Insurance Corporation is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Hillsborough County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 4th day of October A. D. 1940, in the penal sum of \$10,000.00, conditioned to secure the performance of a certain Right of Way Contract dated the 4th day of October, A. D. 1940, between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Project No. 970, of State Road No. 23, and said surety bond is hereby determined and canceled; Provided that nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in any wise impaired, modified or affected.

APPROVAL OF EXPENSE ACCOUNTS LEFT OVER FROM FORMER ADMINISTRATION OFFICIALS ATTENDING A. A. S. H. O. IN CALIFORNIA

On motion of Mr. Stockton, seconded by Mr. Ward, the following expense accounts of State Road Department members and officials who attended the annual convention of the American Association of State Highway Officials, in San Francisco, in 1936, were approved and ordered paid:

W. R. Gall, Member	\$ 64.30
E. A. Stanley, FA Proj. Engr.	54.90
C. B. Treadway, Chairman	164.63
H. C. Weathers, Test. Engr	102.76
L. B. Thrasher, Div. Engr.	59.00

Also the accounts of H. W. Shepherd, Auditor, and A. A. Simpson, Attorney, when same are submitted.

SUPPLEMENTAL AGREEMENTS

On motion of Mr. Stockton, seconded by Mr. Ward the following supplemental agreements were approved and ordered paid:

Project 5217(4), Road 39, Holmes County, R. B. Tyler Co., Contractor, Change in Amount \$0.00.

Project 5025(2), Road 500, Dixie County, Jas. H. Craggs Const. Co., Contractor, Change in Amount \$0.00.

Project 769(2), Road 5, Lee County, Ehersbach Const. Co., Contractor, Change in Amount \$0.00.

Project 5277(2), Road 27, Dade County,

Belcher Oil Co., Contractor, Change in Amount \$13,461.80 Decrease.

Project SN—FA 131(3), SN—FA 131—D (1) & SN—FAGH 131—C(1) Part 2, Road 76, Leon County, W. L. Cobb Const. Co., Contractor, Change in Amount \$474.29 Decrease.

Project 5277(2), Road 27, Dade County Belcher Oil Co., Contractor, Change in Amount \$4,988.00 Increase.

Project 5209(2), Road 8, Polk County, John E. Ballenger Const. Co., Contractor, Change in Amount \$104.00 Increase.

Project 5374(4), Road 49, Baker County, Norman P. Ives Const. Co., Contractor, Change in Amount \$804.13 Increase.

Project SN—FA 21—A(3), Road 1, Baker County, W. L. Cobb Const. Co., Change in Amount \$333.80 Increase.

Project 248—A(1) Part II, Road 4, Duval County, Mount Vernon Bridge Co., Contractor, Change in Amount \$1,322.77 Increase.

Project 5101(3), Road 26, Broward County, E. A. Pyncheon Contractor, Change in Amount \$2,599.49 Increase.

REQUESTS FOR RIGHT OF WAY

The usual resolutions requesting the counties to furnish right of way on the following projects were adopted:

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First Division

Highlands County, Road 8, Project FA-GS 58(4123).

Second Division

Alachua County, Road 378, Project 5630.
Clay County, Road 259, Project 1246 (5650).
Duval County, Road 47, Project 1024 (5644).

Duval County, Road 4, Project 883 (55-15).

Third Division

Jefferson County, Road 35, Project 747 (5553).
Liberty County, Road 12, Project 1247 (5233).

Liberty County, Road 12, Project 5579.
Okaloosa County, Road 165, Project 11-60-C (5251).

Washington County, Road 90, Project 1154 (5618).

Fourth Division

Dade County, Streets in Opa Locka, Project 5626.
St. Lucie County, Road 140, City Causeway, Project 5576.

Fifth Division

Seminole County, Road 203, Project 1192 (5436).

AUTHORITY FOR EXECUTION OF SUPPLEMENTAL AGREEMENT

On motion of Mr. Ward, seconded by Mr. Stockton, the Chairman was authorized to execute Supplemental Agreement on Project FAS 65-B (1) Part 2, Road 70, Banana River Bridge in Brevard County, at an increase of \$10,835.06 in price.

REQUEST OF PAROLE COMMISSION

Mr. Francis Bridges of the Parole Commission appeared before the Board to request cooperation of the Division Engineers in allowing the Parole Commission to interview the prisoners at the several convict camps. He stated that the Commission would notify the Engineers one week in advance of the day they expected to visit a camp, and the names of the prisoners to be interviewed.

When questioned about the cost of going after a prisoner who had broken parole and left the state, Mr. Bridges stated that the Parole Commission would bear this expense.

On motion of Mr. Stockton, seconded by Mr. Townsend, the Members resolved to adopt the policy of full cooperation with the Parole Commission in making interviews with prisoners for parole purposes.

BRIDGE OVER THE SUWANNEE RIVER AT LURAVILLE—ROAD 69

The Secretary presented resolutions received from Suwannee and LaFayette Counties, dated December 2 and December 1, 1941, respectively, requesting the Road Department to apply surplus Second Gas Tax funds of the two counties accruing and to accrue in the fiscal year ending September 30, 1942, to the construction of a new bridge over the Suwannee River on Road 69 at Luraville.

On motion of Mr. Stockton, seconded by Mr. Townsend, the Members agreed to set aside such surplus gas tax funds accruing and to accrue through September 30, 1942 to the credit of Suwannee and LaFayette Counties for the purpose of the construction of the Luraville Bridge.

REMOVAL OF BUILDINGS FROM R/W ROAD 92 IN LAFAYETTE COUNTY

On motion of Mr. Stockton, seconded by Mr. Townsend, the members denied the request of LaFayette County, contained in resolution dated October 13, 1941, for advancement of funds from the Second Gas Tax of that county, for the purpose of paying for the removal of buildings from the right of way of Road 92 in that county, for the reasons that (1) such action would be contrary to the policy of the Department on the question of furnishing funds for right of way, and (2) because the surplus funds from LaFayette County have already been fully allocated pursuant to request of the County Commissioners.

SECOND GAS TAX FUND FOR HOLMES COUNTY

A resolution of the Holmes County Com-

missioners relative to the 80-20 division of the Second Gas Tax Funds of such county was presented.

STATE AID IN ACQUIRING RIGHT OF WAY

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that the State Road Department does reaffirm its policy of refusing to provide funds for the purpose of acquiring right of way, and does record its unwillingness to make loans to counties to be repaid from the 20% of the surplus gas tax funds available to the counties or from the 80% available to the Department.

CANCELLATION OF OBLIGATION OF CITY OF FORT PIERCE

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that the Road Department does hereby cancel the obligation of the City of Fort Pierce in the amount of \$404.58, for work done by the Department on the city causeway, but which causeway was later taken over by this Department as a part of Road 140.

DITCHES ON ROAD 164 IN HENDRY COUNTY

A resolution from the Hendry County Commissioners asked the Department to open up new lateral ditches and to clean out existing ditches on Road 164 in that county.

On motion of Mr. Townsend, seconded by Mr. Ward, the Members voted to grant this request, with the understanding that this work would be paid for by the surplus Second Gas Tax funds to the credit of Hendry County.

REQUEST FOR LOAN FOR RIGHT OF WAY ON ROAD 164

The request of Hendry County for a loan from the Second Gas Tax fund for the purpose of purchasing right of way on Road 164 was denied because it was con-

trary to the policy of the Department.

LANDING FIELD AT AVON PARK

On motion of Mr. Townsend, seconded by Mr. Stockton, authority was granted for the clearing of 80 acres on the city-owned auxiliary landing field near Avon Park, at an estimated cost of \$2,000, work

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to commence after January 1, 1942, to be done with convict labor and to be charged against the appropriation of the Aviation Division.

NATIONAL DEFENSE PROJECTS IN FLORIDA

On motion of Mr. Stockton, seconded by Mr. Ward, the following resolution was adopted:

BE IT RESOLVED that this Department furnish to the Public Roads Administration all information requested by the Army and Navy concerning Defense projects in Florida, along with the Department's recommendations for certain changes in their estimates which appear to be out of line with the Department's figures. Also, that the list of projects which this Department considers important to National Defense be submitted, and that request be made for permission for the Department to be heard before final disposition of funds is made.

MILITARY PROTECTION OF ROADS AND BRIDGES

On motion of Mr. Stockton, seconded by Mr. Townsend, the Chairman was requested to ask Adjutant General Vivian Collins to consider the desirability of arranging for adequate protection of all bridges on important highways in Florida.

REPORT ON MATHER'S BRIDGE—

ROAD 219—BREVARD COUNTY

Pursuant to resolution adopted by the Department on June 30, E. S. Fraser, Bridge Engineer, presented a report on his examination of Mather's Bridge on Road 219 across the Banana River in Brevard County. No action was taken but the report was filed.

PAVING AT FARMERS' MARKETS

On motion of Mr. Stockton, seconded by Mr. Townsend, the Members voted to reaffirm their policy of not doing any paving or other work around farmers' markets.

RECESS

At this point, by common consent, the meeting was recessed until 9:30 on the morning of December 9.

DECEMBER 9

The meeting reconvened at nine-thirty o'clock on the morning of December 9 with the same members and officials present.

CONNECTING LINK ROADS IN MUNICIPALITIES

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS the engineers and members of this Department have been working diligently to get the information and data necessary to designate the connecting link roads in the municipalities of this State as provided by Chapter 20218, Acts of 1941, and the designation of such connecting link roads is most important to this Department and the municipalities, and such designation should represent the best considered judgment of this Department and its members, but there are so many municipalities with so many different and complicated situations as to the proper and most desirable connecting link roads that it has been absolutely impossible for this Department and its members to determine the various connecting link roads that should be designated;

NOW THEREFORE, that pending such designation of municipal connecting link roads there may be no delay in providing for proper maintenance of State roads through or up to the limits of any such municipalities, be it resolved that for the year 1942, beginning with the first day of January, this Department shall as a part of and in connection with the maintenance of State roads, maintain the portions of State roads through the various municipalities included in the lists and shown on the maps made by the Division Engineers of this Department and this day submitted by such Division Engineers at this meeting.

SALARIES OF EMPLOYEES

On motion of Mr. Stockton, seconded by Mr. Townsend, the matter of adjustment of salaries of employees of the Department be left for the attention and action of the Chairman.

INSURANCE ON THE DEPARTMENT'S MOTOR EQUIPMENT

Mr. Stockton requested the Auditor to prepare a schedule of costs of insurance now being carried on the passenger cars owned by the Department, and an estimate of the cost of such insurance if carried on all motor equipment owned by the Department, and to present same for the information and consideration of the year 1942 at that meeting.

NEXT MEETING

On motion of Mr. Townsend, seconded by Mr. Ward, it was agreed to hold the next meeting of the Department at Tallahassee on January 12, at 9:30 A. M., and to adopt the tentative budget for the year 1942 at that meeting.

There being no further business at this time, the meeting was adjourned.

"It Is Easy to Live in Florida on Any Budget," is the title of a new booklet issued by the Florida State Hotel Commission. The booklet is being distributed through 500 travel agencies throughout the East, North and West. It makes particular appeal to persons who have been retired on annuities and other forms of old-age security.

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Florida school boards have authority to set maximum ages for teachers, according to rule of Attorney General Watson. The State law sets the minimum age for teachers at 20 years and makes retirement at 70 compulsory. Teachers do not have to be U. S. citizens.

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DECEMBER ROAD DETOUR BULLETIN

By THOMAS A. JOHNSON, CHAIRMAN
Effective from Dec. 15 to Jan. 15, 1942

Fla. Road No. 1—U. S. Highway 90

Baker County—Bridge between Glen St. Mary and Macclenny under construction. Local detour provided. Seven months.

Fla. Road No. 2—U. S. Highway 17

Lee County—Bridge over Billys Creek (Ft. Myers) under construction. Detour over adjacent streets. Three months.

Polk County—Overpass at S.A.L. railway south of Winter Haven. Detour over adjacent paved street (old Road No. 2.) Six months.

Sumter County—Detour 1,300 feet of earth road at north edge of Wildwood.

Fla. Road No. 5—U. S. Highway 41

Citrus County—Local detour about one-fourth mile long just south of Inverness. Four months.

Citrus County—Work on road between Floral City and Hernando County line requires that traffic proceed with caution.

Fla. Road No. 6

Gulf County—Detour one mile through town of Wewahitchka; fair condition.

Fla. Road No. 8

Okeechobee County—Construction of overpass at S.A.L. tracks in Okeechobee requires detour over connecting links between Road No. 8 and Road No. 85.

Polk County—Sections between Frost-proof and Lake Wales, totaling about six miles, under construction. Light local traffic will use detour on clay roads. Heavy traffic detour over Roads 30 and 79. Four months.

Fla. Road No. 10—U. S. Highway 98

Bay County—Detour on Beach Drive around bridge. Good condition. One month.

Fla. Road No. 15

Levy County—Road being paved between Otter Creek and Lebanon. Local detours. Six months.

Fla. Road No. 22

Sumter County—Work on road between Center Hill and Beville's Corner requires that traffic proceed with caution. One month.

Fla. Road No. 27—U. S. Highway 94

Dade County—From Miami to city limits west ten miles work is in progress. One way detour provided along project, with signal lights governing traffic. Detour on project only one-half mile long. Three months.

Fla. Road No. 35

Madison County—Road between Greenville and Jefferson County line being paved. Traffic handled through work. Five months.

Fla. Road No. 36

Citrus County—Local detours between west end of present Road 36 and Road No. 5. Five months.

Fla. Road No. 40

Walton County—Detour timber bridge across "Big Swamp Creeks" between State Road No. 1 and Alabama State line. All month.

Fla. Road No. 48

Clay County—Rebuilding State Road 48 between Camp Blanding and State Road 68. No detours. Traffic will be handled on present pavement. Eight months.

Fla. Road No. 52

Gulf County—Detour one mile through Wewahitchka in fair condition. One month.

Fla. Road No. 77

Gilchrist County—Water over road two miles west of Trenton. Detour on old (unpaved) Trenton to Bell Road. One month.

Fla. Road No. 79

Polk County—Road between Mulberry and Hillsborough County line under construction for 5.584 miles. Through traffic. Proceed with caution.

Fla. Road No. 85

Martin County—From three miles east of Indiantown to eleven miles east, local traffic will use one-way trails paralleling project. Through traffic routed through Jupiter via Roads 29 and 4. One month.

Fla. Road No. 134

Flagler & Volusia Counties—Road between DeLand and Bunnell, 15.5 miles, to be closed to traffic when necessary for 90 days. Traffic movement to be governed by signs at intersection of Roads Fla. 3 and Fla. 134 in DeLand and Bunnell. Detour via Fla. 21 to Daytona Beach or Fla. 3 to Seville and graded county road to Bunnell.

Fla. Road No. 135

Liberty County—Detour over county roads from Liberty to one and one-half miles south of Vilas. Seven miles over old county roads.

Fla. Road No. 140

Broward County—From Dade County line to intersection with Fla. 518 traffic moves through construction operations, governed by proper signs and flagmen.

Dade County—Road under construction one and one-quarter miles from Broward County line south through town of Golden Beach. Traffic handled through work under direction of signs and flagmen. One month.

Fla. Road No. 164

Collier County—Road under construction from Immokalee to ten miles south. No detour. Traffic will use grade, moving under direction.

Collier County—Bridges lying between Sunniland and four miles south under construction. One-way detour bridges provided.

Hendry County—Road under construction for about five miles between seven and 12.2 miles south of LaBelle, is open to light traffic only and it to proceed with caution. Two months.

Fla. Road No. 204

Duval County—Road between Maxville and Chaffee Road being paved. Detour over Roads Fla. 1 and 13 via Baldwin. Seven months.

Fla. Road No. 261

Bradford County—Bridge and grade under construction between Starke and Clay County line. Detour over State Road 48 or old county grades. Five months.

Clay County—Grade under construction between Bradford County line and Camp Blanding. Use State Road No. 48. One month.

Fla. Road No. 500

Leon County—Detour via Road Fla. 76 west from Tallahassee for two miles over unpaved road.

Fla. Road No. 500—U. S. Highway 19

Taylor County—Road between Tennille and Salem being paved. Heavy traffic between Perry and Williston advised to use U. S. No. 41 and Fla. 5-A through Mayo, Branford, High Springs and Archer, marked as temporary U. S. Highway 19. Four months.

Fla. Road No. 500—U. S. Highway No. 19

Taylor County—Bridge near Clara under construction. Local detour provided.

Fla. Road No. 550

Clay County—New location between Road No. 38 at Camp Blanding and old Road No. 68 south of Middleburg being constructed. Use old road. Four months.

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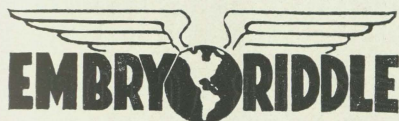


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